

**BEFORE THE ENVIRONMENT COURT
AT AUCKLAND
I MUA I TE KŌTI TAIAO O AOTEAROA
TĀMAKI MAKAURAU ROHE**

UNDER the Resource Management Act 1991 (**Act**)

IN THE MATTER of an appeal against the decision of Auckland Transport in
respect of Eastern Busway Stage 2 under section 174 of the Act

BETWEEN **Pakuranga Plaza Limited**
Appellant

AND **Auckland Transport**
Respondent

NOTICE OF APPEAL

24 November 2023

Solicitor acting:
M J Doesburg
Wynn Williams
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WYNN WILLIAMS

TO: The Registrar
Environment Court
Auckland

1. Pakuranga Plaza Limited (**PPL**) appeals against the decision of Auckland Transport on a notice of requirement for a designation for the Eastern Busway Stage 2 (**NoR**). The NoR relates to land at the Pakūranga Town Centre and encompasses works on Ti Rakau Drive, Pakuranga Road, Reeves Road, Cortina Place, and the South-Eastern Highway.
2. PPL owns and (through related companies) operates the shopping centre known as Pakūranga Plaza at the Pakūranga Town Centre. Land at the Pakūranga Plaza, its car park and surrounding land is subject to and directly affected by the NoR.
3. PPL made a submission on the notice of requirement in December 2022 and presented evidence and legal submissions at the hearing on the NoR in May 2023.
4. PPL received notice of Auckland Transport's decision on the NoR on 3 November 2023.
5. PPL is not a trade competitor for the purposes of section 308D of the RMA.

THE PARTS OF THE DECISION APPEALED

6. The parts of the decision that PPL appeals are those relating to:
 - (a) The effects of the NoR on carparking at Pakūranga Plaza, during both construction and operation the Eastern Busway, including conditions 83, 84 and 85.
 - (b) The effects on safe and efficient access to and from the Pakūranga Plaza and wider Town Centre, including conditions 33, 33A, 33B, 33C, 33D, 34.
 - (c) The effects on access for deliveries and loading for users of the Pakūranga Plaza and wider Town Centre, including conditions 23, 24 and 25.
 - (d) The effects on the operation and success of the Pakūranga Plaza and wider Town Centre, including conditions 26, 27, 30, and 31A.

- (e) Other construction effects that the proposal must appropriately manage, including:
 - (i) construction noise and vibration (including condition 37);
 - (ii) dust;
 - (iii) traffic management;
 - (iv) stormwater management;
 - (v) wayfinding; and
 - (vi) communication with PPL and other stakeholders as the project progresses.

REASONS FOR THE APPEAL

- 7. The decision:
 - (a) fails to promote the sustainable management of natural and physical resources and is inconsistent with Part 2 and other provisions of the RMA;
 - (b) is inconsistent with relevant policy and planning documents, including the Auckland Unitary Plan;
 - (c) does not promote the efficient use and development of natural and physical resources;
 - (d) fails to meet the reasonably foreseeable needs of future generations;
 - (e) does not enable the social, economic and cultural wellbeing of the community; and
 - (f) does not avoid, remedy or mitigate actual and potential adverse effects on the environment.
- 8. Without limiting the generality of the above, the decision:
 - (a) does not establish conditions that will appropriately avoid, remedy or mitigate the adverse effects of the NoR on the Pakūranga Plaza and wider Town Centre from the loss of carparking during the construction and operational phases of the Eastern Busway;
 - (b) fails to ensure that safe and efficient access to businesses, the Pakuranga Plaza, and the Pakuranga Town Centre is provided;
 - (c) does not adequately avoid adverse effects on businesses by providing for efficient access for deliveries and loading;

- (d) fails to appropriately manage adverse effects on the operation of the Pakūranga Plaza and wider Town Centre; and
- (e) does not adequately manage other construction effects.

RELIEF SOUGHT

9. PPL seeks:
- (a) that the NoR is amended to include conditions to address PPL's concerns outlined in this appeal;
 - (b) such further, alternative or consequential relief as may be necessary to address the issues raised in this appeal; and
 - (c) costs.

APPENDICES

10. The following documents are attached to this notice:
- (a) PPL's submission (**Appendix A**);
 - (b) the decision made by Auckland Transport (**Appendix B**);
 - (c) a list of names and addresses of persons to be served with a copy of this notice (**Appendix C**).

DATED this 24th day of November 2023



.....
M J Doesburg / E R Maassen

Counsel for Pakuranga Plaza Limited

Address for service of the Appellant:

Wynn Williams
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Contact person: Mike Doesburg

Advice to recipients of copy of notice of appeal

How to become party to proceedings

You may be a party to the appeal if—

- (a) you made a submission on the matter of this appeal; and
- (b) within 15 working days after the period for lodging a notice of appeal ends, you lodge a notice of your wish to be a party to the proceedings (in form 33) with the Environment Court and serve copies of your notice on the relevant local authority and the appellant; and
- (c) within 20 working days after the period for lodging a notice of appeal ends, you serve copies of your notice on all other parties.

Your right to be a party to the proceedings in the court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Resource Management Act 1991.

You may apply to the Environment Court under section 281 of the Resource Management Act 1991 for a waiver of the above timing requirements (see form 38).

Advice

If you have any questions about this notice, contact the Environment Court in Auckland.

Appendix A: PPL's submission



SUBMISSION ON REQUIREMENT FOR DESIGNATION FOR EASTERN BUSWAY STAGE 2

Section 169 of the Resource Management Act 1991

To Auckland Council (**Council**)
Private Bag 92300
Victoria Street West
Auckland 1142

Name of submitter: Pakuranga Plaza Limited

1. Pakuranga Plaza Limited (**PPL**) makes this submission on the Auckland Transport's (**AT**) notice of requirement for a designation for the Eastern Busway 2 (**EB2** or **Proposal**).

About PPDL

2. PPL owns Pakuranga Plaza, at 10 Aylesbury Street, Pakuranga.
3. PPL is the controlling company of Pakuranga Plaza Management Limited and Pakuranga Precinct Development Limited. All three companies are wholly owned by GYP Properties (**GYPP**).
4. The sites owned and managed by GYPP are collectively called Pakuranga Plaza and sit within the Pakuranga Town Centre site which includes holdings by others. A Plan showing the ownership of the Pakuranga Town Centre is attached as **Appendix 1**.
5. Pakuranga Plaza (and therefore the tenants) will be significantly impacted by the Proposal, which includes works on all the roads surrounding the site, on all the formal and informal roads within and through the site, and all carparking (including the underground car park and Carparking Utility Reserve) that serve the Town Centre.

Submission

6. This submission relates to the Proposal as a whole, but with a particular focus on:
 - (a) the adverse effects of the Proposal during the construction phase;
 - (b) the adverse effects of the Proposal when completed and operational; and
 - (c) the appropriate conditions on the designation that may result.
7. PPL generally supports the vision and outcomes proposed by EB2, including the benefits it will bring in providing greater connectivity in eastern Auckland. However, PPL opposes the Proposal in its current form on the basis that the Proposal, as notified, will have unacceptable adverse effects on PPL and the environment, including:
 - (a) Adverse effects on the operation and safety of access and egress from the Pakuranga Town Centre.
 - (b) Adverse effects on the loading and parking following completion.
 - (c) Access, loading and parking effects during construction.

- (d) Other construction effects.

Operational and safety effects

8. EB2 proposes to permanently restrict vehicle access from Reeves Road, increasing dependency on only two remaining accessways from the main transport routes serving the Town Centre. EB2 also seeks to permanently acquire Carparking Utility Reserve land, which serves the Pakuranga Town Centre. As the Proposal is currently formed, PPL considers:
 - (a) that, based on the limited information that has been made available to us, the Town Centre's access onto Pakuranga Road will not operate safely or efficiently and will result in significant adverse effects on the transport network and on the safety of all transport users. AT has not provided us with any data to support the design or its operation. We therefore have no confidence that the transport network will operate safely or efficiently;
 - (b) The proposed roading configuration and revised access routes make our access primarily reliant on one controlled and one uncontrolled intersection, those being intersections with Ti Rakau Drive and Pakuranga Road. There is increased safety risk at the remaining intersections due to the greater reliance on the remaining intersections by people accessing and leaving the Plaza, and the introduction of cycle lanes in front of the intersections which add complexity to driver decision making when turning into and out of the Town Centre;
 - (c) that the transport modelling undertaken for EB2 does not appear to take into account localised growth zoned and anticipated under the Auckland Unitary Plan or the existing land uses;
 - (d) the Proposal does not demonstrate it preserves the existing all-movement accesses to the carpark (including the underground carpark and the general Carparking Utility Reserve), including from land proposed to be compulsorily acquired as part of EB2;
 - (e) the Proposal does not demonstrate that adequate car parking is maintained for the Town Centre (including the underground carpark and Carparking Utility Reserve); and
 - (f) the Proposal could address any parking shortfall by minimising the impact on existing car parking, reorganising retained car parking areas to maximise carparking spaces and efficient traffic flows to the Carparking Utility Reserve and underground car park, but this has not been proposed.

Construction effects: transport loading and parking effects

9. EB2 proposes works on all the roads and many lots in and around the Plaza over many years. PPL considers that:
 - (a) Construction sequencing needs to be carefully managed to avoid adverse transportation effects, including the need to ensure safe and efficient access to the Plaza before closure of the Ti Rakau Dr end of Reeves Road.
 - (b) The Warehouse loading dock, and routes to it, must be fully accessible at all times to the satisfaction of The Warehouse. Failure to provide for access to and

efficient use of the loading dock would adversely affect The Warehouse and would cause other adverse transport effects on the Plaza.

- (c) The Proposal should confirm that the works around the Countdown loading dock will not restrict truck turning areas and that the loading dock will continue to be operational at all times to the satisfaction of Countdown. Again, impacts on the loading dock would adversely affect Countdown and would cause other adverse transport effects on the Plaza.
- (d) The Proposal has not demonstrated that the proposed accessways to the general Plaza loading areas and car parking areas will be safe and efficient at all stages of construction.
- (e) The Proposal does not justify the extent of Carparking Utility Reserve proposed to be temporarily acquired adjacent to the Pakuranga Library. The temporary loss of that car parking area has the potential to cause adverse effects on the Plaza and the transport network.

Construction effects: other effects

- 10. PPL also considers that there are a range of other construction-related effects that the Proposal must appropriately manage, including:
 - (a) Construction noise and vibration.
 - (b) Dust.
 - (c) Traffic management.
 - (d) Wayfinding.
 - (e) Communication with PPL and other stakeholders as the project progresses.

Decision sought

- 11. PPL seeks that the Council:
 - (a) recommend that the requirement is withdrawn; or
 - (b) recommend that the requirement is modified or made subject to conditions to address all of the concerns raised in this submission.
- 12. PPL also seeks such alternative, further or consequential relief as may be required to address the concerns raised in this submission.

Procedural matters

- 13. PPL could not gain an advantage in trade competition through this submission.
- 14. PPL wishes to be heard in support of its submission. PPL does not wish to present a joint case at the hearing.

Signed for and on behalf of Pakuranga Plaza Limited by:



Mike Doesburg

Solicitor for **Pakuranga Plaza Limited**

Date: 19 December 2022

Address for service: Wynn Williams
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AUCKLAND 1140

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Appendix 1 – Ownership Plan



20 October 2023

David Wong
Senior Policy Planner
Central/South Planning Unit - Plans and Places Auckland
Council Private Bag 92300
Victoria Street
West Auckland
1142

Dear David

**NOTICE OF DECISION OF AUCKLAND TRANSPORT UNDER SECTION 172 OF
THE RESOURCE MANAGEMENT ACT 1991**

Thank you for your letter dated 11 September 2023 advising of the recommendation of the Auckland Council Independent Hearing Commissioners in relation to the Auckland Transport Notice of Requirement for Eastern Busway EB2.

The Commissioners' recommendation was that the Notices of Requirement should be **confirmed** subject to conditions.

Pursuant to Section 172 of the Resource Management Act 1991, Auckland Transport accepts in part the Commissioners' recommendation in relation to the Notices of Requirement.

The table below sets out the modifications made by Auckland Transport to the Notices of Requirement conditions recommended by the Hearing Commissioners on 11 September 2023 and the reasons for the modifications. Only those conditions that Auckland Transport has modified are outlined in the table below.

All other conditions are accepted as recommended by the Hearing Commissioners. Complete sets of designation conditions, including modifications made and a clean set as a result of the Auckland Transport decision, are **attached** to this letter as **Appendix A**.

Yours sincerely



Jane Small
Group Manager Strategic Programmes & Property

Appendix B: Decision made by Auckland Transport on EB2

APPENDIX A: Modifications to Conditions for EB2 NoR

Condition Number	Modifications made by Auckland Transport to conditions recommended by the Hearing Commissioners (additions to conditions are in bold and <u>underlined</u> and rejections are in bold and strikethrough)				Reason for modification
Glossary	Acronym	Full Term			No Changes
	AUP(OP)	Auckland Unitary Plan (Operative in Part)			
	CCP	Communication and Consultation Plan			
	CEMP	Construction Environmental Management Plan			
	CNVMP	Construction Noise and Vibration Management Plan			
	CTMP	Construction Traffic Management Plan			
	ESCP	Erosion and Sediment Control Plan			
	SSCMP	Site Specific Construction Management Plan (at Pakuranga Plaza)			
	SSESCP	Site Specific Erosion and Sediment Control Plan			
	TPMP	Tree Protection and Management Plan			
	UDLP	Urban Design and Landscape Plan			
General Conditions 1.	Except as modified by the conditions below, or by any outline plan, the scope and extent of the works within the designation are to be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement and supporting documents as follows:				No Changes
Table 1 Application Documents	Document Title	Author	Revision	Date	No Changes
	Assessment of Effects on the Environment (AEE) (Document Number: EB234-1-PL- RP- Z2-000017)	Eastern Busway Alliance	C	28.06.2022	
	Stormwater Effects Assessment (Document Number: EB234-1-PL-RP-Z2- 000030)	Eastern Busway Alliance	A	30.05.2022	
	Noise and Vibration Operational Effects Assessment (Document Number: EBA-2-R-2-PL-RP-000034)	Eastern Busway Alliance	C	23.03.2022	
	Construction Methodology Overview (Document Number: EB234-1-PL-RP-Z2- 000033)	Eastern Busway Alliance	B	13.07.2022	

Contaminated Land Effects Assessment (Document Number: EB234-1-PL-RP-Z0-000015)	Eastern Busway Alliance	2	27.05.2022
Arboricultural Effects Assessment Document Number: EB234-1-PL-RP-Z2- 000022)	Arborlab	A	06.07.2022
Groundwater Permitted Activity Assessment (Document Number: EB234-1-PL-RP-Z2- 000044)	Eastern Busway Alliance	A	07.06.2022
Natural Character, Landscape and Visual Effects Assessment (Document Number: EB234-1-PL- RP-Z2- 000026)	Eastern Busway Alliance	A	12.07.2022
Terrestrial and Freshwater Ecological Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000031)	Eastern Busway Alliance	A	12.07.2022
Air Quality Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000021)	Eastern Busway Alliance	A	04.07.2022
Construction Noise and Vibration Effects Assessment (Document Number: EBA-2- R- 2- PL-RP-000035)	Eastern Busway Alliance	A	22.01.2022
Archaeological Effects Assessment (Document Number: EB234-1-PL-RP-Z2- 000023)	CFG Heritage	A	20.06.2022
Marine Ecology and Coastal Avifauna Effects Assessment (Document Number: EB234-1- PL- RP-Z2-000027)	Eastern Busway Alliance	A	11.07.2022
Erosion and Sediment Control Effects Assessment (Document Number: EB234-1- PL-RP-Z2-000024)	Southern Skies Environmental Limited	A	10.07.2022
Social Impact Assessment (Document Number: EB234-1-PL-RP-Z2-000029)	Eastern Busway Alliance	A	14.07.2022
Open Space Effects Assessment (Document Number: EB234-1-PL-RP-Z2- 000028)	Eastern Busway Alliance	1	07.06.2022

Table 2: Drawings

Drawing Title	Designer	Revision	Date	
Land Requirement Plan:				
EB2 – Proposed Designation Boundary (Drawing Number: EB234-1-RD-SK-Z2-00355)	Eastern Busway Alliance	A1	10.08.2022	
Combined Plans:				
Pakuranga Station GA Elevations – East and West Architectural (Drawing Number: EB-2-D-2-BS-DG-000105)	Warren and Mahoney	A	29.04.2022	
Roadwork Geometric Design Ti Rakau Drive Busway Plan and Longitudinal Section MC10 – Sheet 1 of 2 (Drawing Number: EB- 2-D-2- RD-DG-000301)	Eastern Busway Alliance	A	29.03.2022	
Roadwork Geometric Design Ti Rakau Drive Busway Plan and Longitudinal Section MCEB – Sheet 1 of 2 (Drawing Number: EB- 2-D-2- RD-DG-000305)	Eastern Busway Alliance	A	29.03.2022	
Roadwork Geometric Design Ti Rakau Drive Westbound Plan and Longitudinal Section MCWB – Sheet 1 of 2 (Drawing Number: EB-2-D-2-RD-DG-000310)	Eastern Busway Alliance	A	29.03.2022	
Roadwork Geometric Design Ti Rakau Drive Ramp Plan and Longitudinal Section MCK0 (Drawing Number: EB-2-D-2-RD-DG- 000315)	Eastern Busway Alliance	A	29.03.2022	
Roadwork Geometric Design Pakuranga Hwy / Reeves Road Flyover Plan and Longitudinal Section MCPH Sheet 1 of 3 (Drawing Number: EB-2-D-2-RD-DG-000320)	Eastern Busway Alliance	A	29.03.2022	
Roadwork Geometric Design Pakuranga Hwy / Reeves Road Flyover Plan and Longitudinal Section MCPH Sheet 2 of 3 (Drawing Number: EB-2-D-2-RD-DG-000321)	Eastern Busway Alliance	A	29.03.2022	
Roadwork Geometric Design Pakuranga Hwy / Reeves Road Flyover Plan and Longitudinal Section MCPH Sheet 3 of 3 (Drawing Number: EB-2-D-2-RD-DG-000322)	Eastern Busway Alliance	A	29.03.2022	
Roadwork Geometric Design Ti Rakau Drive Off-ramp Plan and Longitudinal Section MCOF (Drawing Number: EB-2-D-2-RD-DG- 000325)	Eastern Busway Alliance	A	29.03.2022	

No change

Roadwork Geometric Design SEART Off-ramp Plan and Longitudinal Section MCON (Drawing Number: EB-2-D-2-RD-DG- 000326)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Pakuranga Road Plan and Longitudinal Section MCA0 (Drawing Number: EB-2-D-2-RD-DG- 000330)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Reeves Road Plan and Longitudinal Section MCF0 (Drawing Number: EB-2-D-2-RD-DG- 000335)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Pakuranga Eastbound Busway Link Plan and Longitudinal Section MCB0 (Drawing Number: EB-2-D-2-RD-DG-000340)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Pakuranga Westbound Busway Link Plan and Longitudinal Section MCC0 (Drawing Number: EB-2-D-2-RD-DG-000341)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Aylesbury Street, WRR (North) Plan and Longitudinal Section MCE0, MCL0 (Drawing Number: EB-2-D-2-RD-DG-000345)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Palm Ave, Tiraumea Dr, Mattson Road Plan and Longitudinal Section MCD0, MCG0, MCH0 (Drawing Number: EB-2-D-2-RD-DG- 000350)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Cortina Place Plan and Longitudinal Section MCJ0 (Drawing Number: EB-2-D-2-RD-DG- 000355)	Eastern Busway Alliance	A	29.03.2022		
Reeves Road Flyover General Arrangement Overall Plan and Elevation (Drawing Number: EB-2-D-2-ST-DG-003105)	Eastern Busway Alliance	A	15.04.2022		
Roadwork Geometric Design Ti Rakau Drive Typical Cross Sections Sheet 1 of 2 (Drawing Number: EB-2-D-2-RD-DG- 000401)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Ti Rakau Drive Typical Cross Sections Sheet 2 of 2 (Drawing Number: EB-2-D-2-RD-DG- 000402)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Pakuranga Road Typical Cross Sections (Drawing Number: EB-2-D-2-RD-DG-000411)	Eastern Busway Alliance	A	29.03.2022		

Roadwork Geometric Design Pakuranga Highway Typical Cross Sections Sheet 1 of 3 (Drawing Number: EB-2-D-2-RD-DG- 000421)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Pakuranga Highway Typical Cross Sections Sheet 2 of 3 (Drawing Number: EB-2-D-2-RD-DG- 000422)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Pakuranga Highway Typical Cross Sections Sheet 3 of 3 (Drawing Number: EB-2-D-2-RD-DG- 000422)	Eastern Busway Alliance	A	29.03.2022		
Roadwork Geometric Design Aylesbury Street Typical Cross Section (Drawing Number: EB-2-D-2-RD-DG-000431)	Eastern Busway Alliance	A	29.03.2022		
Project Wide Standard Structures Noise Walls Structural Details Sheet 1 of 2 (Drawing Number: EB-2-D-0-ST-DG-203110)	Eastern Busway Alliance	A	20.06.2022		
Landscape, Ecological and Arboricultural Plans:					
Consenting Package Planting Schedule (Drawing Number: EB-2-D-3-UD-PL-000002)	Eastern Busway Alliance	B	18.04.2023		
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL- 000101)	Eastern Busway Alliance	B	18.04.2023		
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL- 000102)	Eastern Busway Alliance	B	18.04.2023		
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL- 000103)	Eastern Busway Alliance	B	18.04.2023		
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL- 000111)	Eastern Busway Alliance	B	18.04.2023		
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL- 000112)	Eastern Busway Alliance	B	18.04.2023		
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL- 000121)	Eastern Busway Alliance	B	18.04.2023		

Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL- 000122)	Eastern Busway Alliance	B	18.04.2023		
	Eastern Busway Alliance	B	18.04.2023		
	Eastern Busway Alliance	B	18.04.2023		
	Eastern Busway Alliance	B	18.04.2023		
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	Eastern Busway Alliance	B	18.04.2023		
	Eastern Busway Alliance	B	18.04.2023		
	Eastern Busway Alliance	B	18.04.2023		
Erosion and Sediment Control Drawings					

Civil and Geometrics General Legend (Drawing Number: EB-2-D-2-RD-SK-000010)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 1 of 10 (Drawing Number: EB-2-D-2-RD-SK-000011)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 2 of 10 (Drawing Number: EB-2-D-2-RD-SK-000012)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 3 of 10 (Drawing Number: EB-2-D-2-RD-SK-000013)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 4 of 10 (Drawing Number: EB-2-D-2-RD-SK-000014)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 5 of 10 (Drawing Number: EB-2-D-2-RD-SK-000015)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 6 of 10 (Drawing Number: EB-2-D-2-RD-SK-000016)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 7 of 10 (Drawing Number: EB-2-D-2-RD-SK-000017)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 8 of 10 (Drawing Number: EB-2-D-2-RD-SK-000018)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 9 of 10 (Drawing Number: EB-2-D-2-RD-SK-000019)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 10 of 10 (Drawing Number: EB-2-D-2-RD-SK-000020)	Southern Skies Environmental Limited	A	18.07.2022

Table 3: Draft Management Plans	Management Plans	Author	Revision	Date	No change
	Construction Environmental Management Plan (CEMP) (Document Number: EB234-1- PL-RP-Z2-000036)	Eastern Busway Alliance	C	18.07.2022	
	Construction Traffic Management Plan (CTMP) (Document Number: EB234-1-PL- RP- Z2-000040)	Eastern Busway Alliance	B	06.06.2022	
	Communication and Consultation Plan – Design and Construction (CCP) (Document Number: EBA-2-U-2-CO-PL-000001)	Eastern Busway Alliance	C	July 2022	
	Erosion and Sediment Control Plan (ESCP) (Document Number: EB234-1-PL-RP-Z2-000037)	Southern Skies Environmental Limited	C	19.07.2022	
	Contaminated Land Management Plan (CLMP) (Document Number: EB234-1-PL- RP-Z0-000014)	Eastern Busway Alliance	C	22.07.2022	
	Tree Protection Management Plan (TPMP) (Document Number: EB234-1-PL-PL-Z0-000002)	Arborlab	B	22.06.2022	
	Lizard Management Plan (LMP) (Document Number: EB234-1-PL-RP-Z2-000042)	Eastern Busway Alliance	B	19.05.2022	
	Construction Noise and Vibration Management Plan (CNVMP) (Document Number: EB234-1-PL-RP-Z2-000043)	Eastern Busway Alliance	B	05.07.2022	
Table 4: Further Information	Document Title	Author	Revision	Date	No change
	Section 92 Response Volume 1	Eastern Busway Alliance	-	03.11.2022	
	Stormwater Drawing of Outfall MCC_108699 (Mattson Road)	Eastern Busway Alliance			
	Updated Drawing Set: Outfalls 06-05 and 89- 18	Eastern Busway Alliance			
	Landscape Plan for William Roberts Road Extension (Drawing Number: EB-2-D-2-UD- SK-000001)	Eastern Busway Alliance	A	11.02.2022	
	Updated Noise Result Tables	Eastern Busway Alliance	-		
	Updated Noise Maps: Eb2/3R Noise Contour Map Road Traffic Noise Mitigation 4 Scenario (Sheets 1-10 of 19)	Eastern Busway Alliance	-	19.10.2022	
	Stormwater Outfall Table: Summary of Structural Elements for Eastern Busway 2 Stormwater Outfalls	Eastern Busway Alliance			

Section 92 Response Volume 2	Eastern Busway Alliance	-	03.03.2023
Updated Integrated Transport Assessment and associated Appendices Part 1 (Document Number: EB234-1-PL-RP-Z2- 0032-A3)	Eastern Busway Alliance	A3	17.02.2023
Section 92 Response Volume 3	Eastern Busway Alliance	-	03.03.2023
Updated Integrated Transport Assessment and associated with Appendices Part 2 (Document Number: EB234-1-PL-RP-Z2- 0032-A3)	Eastern Busway Alliance	A3	17.02.2023
Section 92 Response Volume 4: Noise and Vibration Response – EB2	Eastern Busway Alliance	-	20.02.2023
Section 92 Response Volume 5	Eastern Busway Alliance	-	07.02.2023
Social Impact Assessment Addendum (Document Number: EB234-1-PL-RP-Z2-000029)	Eastern Busway Alliance	A	31.01.2023
Updated Integrated Transport Assessment (Document Number: EB234-1-PL-RP-Z2- 0032-A5)	Eastern Busway Alliance	A5	06.04.2023
EB2/EB3R Final Scenario – Phasing Diagrams	Eastern Busway Alliance	-	06.04.2023
EB2/EB3R Final Scenario – Lane Performance Summaries	Eastern Busway Alliance	-	06.04.2023
Updated Drawing Set (EB2_CONSENT_PLANS_20230508)			
Consenting Cover Sheet and Locality Plan (Drawing Number: EB-2-R-2-PL-DG-100001)	Eastern Busway Alliance	C	08.05.2023
Consenting Key Plan (Drawing Number: EB- 2-R-2-PL-DG-100002)	Eastern Busway Alliance	C	08.05.2023
Consenting Drawing Index (Drawing Number: EB-2-R-2-PL-DG-100003)	Eastern Busway Alliance	C	08.05.2023
Consenting General Legend (Drawing Number: EB-2-R-2-PL-DG-100004)	Eastern Busway Alliance	C	08.05.2023
General Arrangement Ti Rakau Drive Consent Plan Sheet 1 of 9 (Drawing Number: EB-2-R-2-PL-DG-100101)	Eastern Busway Alliance	C	08.05.2023
General Arrangement Ti Rakau Drive Consent Plan Sheet 2 of 9 (Drawing Number: EB-2-R-2-PL-DG-100102)	Eastern Busway Alliance	C	08.05.2023

	General Arrangement Pakuranga Road Consent Plan Sheet 3 of 9 (Drawing Number: EB-2-R-2-PL-DG-100111)	Eastern Busway Alliance	C	08.05.2023		
	General Arrangement Pakuranga Road Consent Plan Sheet 4 of 9 (Drawing Number: EB-2-R-2-PL-DG-100112)	Eastern Busway Alliance	C	08.05.2023		
	General Arrangement Pakuranga Highway/ Reeves Road Consent Plan Sheet 5 of 9 (Drawing Number: EB-2-R-2-PL-DG-100121)	Eastern Busway Alliance	C	08.05.2023		
	General Arrangement Pakuranga Highway/ Reeves Road Consent Plan Sheet 6 of 9 (Drawing Number: EB-2-R-2-PL-DG-100122)	Eastern Busway Alliance	C	08.05.2023		
	General Arrangement Pakuranga Highway/ Reeves Road Consent Plan Sheet 7 of 9 (Drawing Number: EB-2-R-2-PL-DG-100123)	Eastern Busway Alliance	C	08.05.2023		
	General Arrangement Pakuranga Highway/ Reeves Road Consent Plan Sheet 8 of 9 (Drawing Number: EB-2-R-2-PL-DG-100124)	Eastern Busway Alliance	C	08.05.2023		
	General Arrangement Pakuranga Highway/ Reeves Road Consent Plan Sheet 9 of 9 (Drawing Number: EB-2-R-2-PL-DG-100125)	Eastern Busway Alliance	C	08.05.2023		
	General Arrangement Reeves Road Flyover Consent Plan Sheet 1 of 2 (Drawing Number: EB-2-R-2-PL-DG-100131)	Eastern Busway Alliance	C	08.05.2023		
	General Arrangement Reeves Road Flyover Consent Plan Sheet 2 of 2 (Drawing Number: EB-2-R-2-PL-DG-100132)	Eastern Busway Alliance	C	08.05.2023		
2.	In accordance with section 184(1)(c) of the Resource Management Act 1991 (the "RMA"), this designation will lapse if not given effect to within 5 (five) years from the date on which it is included in the Auckland Unitary Plan (Operative in Part).					No change
3.	As soon as practicable, and no later than 12 (twelve) months from the date the Eastern Busway Package EB2 becomes operational, the Requiring Authority must: <ul style="list-style-type: none"> a) Identify any areas of the designation that are no longer necessary for the long- term development, operation, maintenance and mitigation effects of the Eastern Busway Project; and b) Give notice to the Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation identified above. <p>Advice Note: <i>The uplifting of the designation may occur in stages, depending on construction staging and commissioning of new infrastructure assets.</i></p>					No change
4. Site Access	Subject to compliance with the Requiring Authority's health and safety requirements and provision of reasonable notice, servants or agents of Council are permitted to have access to relevant parts of the construction site(s) at reasonable times for the purpose of carrying out inspections, surveys, investigations and/or to take samples.					No change

5. Mana Whenua Engagement	At least 10 working days prior to the commencement of construction, the Requiring Authority must confirm and submit to Council a Mana Whenua Engagement framework to ensure appropriate engagement with mana whenua during the construction of the Eastern Busway Project (Package EB2).	No change
6.	<p>The framework must include:</p> <ul style="list-style-type: none"> a) The methods for identifying and engaging with mana whenua. b) The process for involvement of mana whenua in reviewing the implementation of the management and environmental management plans as they relate to: <ul style="list-style-type: none"> i. Recognising and providing for the cultural values and interests of mana whenua; ii. Implementing and applying tikanga; iii. Managing and monitoring sediment quality; and iv. Promoting ecology and biodiversity, including the use of native vegetation. c) As a minimum the matters identified in (b) above shall be addressed in the preparation of the following management plans: <ul style="list-style-type: none"> i. Construction Environmental Management Plan; ii. Urban Design and Landscape Plan; and iii. Habitat Restoration Plan. 	No change
7.	The Requiring Authority must carry out the construction of the Project (Package EB2) in accordance with the Mana Whenua Engagement framework submitted under Condition 5.	No change
8. Management Plans – Certification and Review	<p>Advice Note: Condition 8 below, applies to all Management Plans.</p> <p>The following general provisions relate to all management plans:</p> <ul style="list-style-type: none"> a) Management Plans must be submitted to the Council for certification or written approval (as determined by the relevant conditions) as follows: <ul style="list-style-type: none"> i. At least forty (40) working days prior to the start of works, the Consent Holder must provide Council with a schedule detailing the timing of all relevant Management Plans that will be provided to the Council for certification or written approval. The schedule must be updated and provided to Council prior to any new stage. ii. Management Plans must be submitted at least twenty (20) working days prior to the Commencement of Construction (excluding enabling works, site clearance, site investigations, relocation of services and establishment of site entrances and temporary construction fencing) unless otherwise specified in the conditions. The consent holder must ensure that any changes from the draft Management Plans are clearly identified. b) Any certified Management Plan may be amended, if necessary, to reflect any minor changes in design, construction materials, methods or management of effects to align with the conditions of designation. Any amendments are to be agreed by the Council in writing prior to implementation of any changes. Re- certification is not required in accordance with Condition 8 if the Council confirms those amendments are within scope and any changes to the draft Management Plans are clearly identified. c) Any amendments to a certified Management Plan other than minor amendments or editing changes must be submitted to the Council to certify these amendments are consistent with the relevant designation condition(s) prior to implementation of any changes. Any change to the management approach must be consistent with the purpose of the relevant Management Plan and the requirements of the relevant conditions of the designation. Where a Management Plan was prepared in consultation with interested or affected parties, any changes to that Plan other than minor amendments or editing changes must be prepared in consultation with those same parties. 	No change

	<p>d) Management Plans may be submitted in parts or stages to address activities or to reflect the staged implementation of the Project, and when provided in part or for a stage must be submitted at least twenty (20) working days prior to Commencement of Construction of that part of stage unless otherwise specified in the conditions. If submitted in part, Management Plans must clearly show the linkage with the Management Plans for adjacent stages and interrelated activities.</p> <p>All works must be carried out in accordance with the approved Management Plans. Works must not commence until written approval or certification of all the relevant Management Plans for that stage have been received unless otherwise approved in writing by the Council.</p>	
9. Stakeholder Communication and Engagement	The Requiring Authority must submit a final Communication and Consultation Plan (CCP) for certification in accordance with Condition 8. The objective of the CCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and interest groups during construction of the Eastern Busway Project (Package EB2).	No change
10.	<p>The CCP must be prepared in accordance with the Draft CCP. The CCP must set out how the Requiring Authority will for the Eastern Busway Project (Package EB2):</p> <p>a) Inform the community and businesses of construction progress and future construction activities;</p> <p>b) Provide information on key project milestones;</p> <p>c) Provide a process for responding to queries and complaints including, but not limited to:</p> <p>i. Who is responsible for responding;</p> <p>ii. How responses will be provided;</p> <p>iii. The timeframes for responses to be provided; and</p> <p>iv. How complaints will be reviewed and monitored to ensure mitigation is effective.</p>	No change
11.	<p>The CCP must include:</p> <p>a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, community noticeboard, local paper, newsletters or similar, advertising etc.) and any other relevant communication matters;</p> <p>b) Contact details of the person responsible for communication and consultation for the Eastern Busway Project, including phone, email, project website and postal address;</p> <p>c) Details of where this contact information will be available;</p> <p>d) Details of how a point of contact will be maintained throughout construction works for the project;</p> <p>e) Methods for identifying, communicating and engaging with people affected by the construction works for the project, including but not limited to:</p> <p>i. All residential owners and occupiers affected by construction works for the Project;</p> <p>ii. All business property owners and occupiers affected by construction works for the Project;</p> <p>iii. Any community, medical and education facilities directly affected by the construction works for the project, including methods to assist these facilities to consult with their customers/stakeholders;</p> <p>iv. Key stakeholders (including the Council's Parks Department); and</p> <p>v. Network utility operators.</p> <p>f) Methods for communicating with and notifying directly affected parties in advance of:</p> <p>i. Proposed construction activities outside normal working hours (including night works);</p>	No change

	<ul style="list-style-type: none"> ii. Temporary traffic management measures for vehicles and pedestrians during construction; iii. Permanent changes to road networks and layouts; and iv. A record of the consultation undertaken with the community including specific access requirements for businesses and residents. <ul style="list-style-type: none"> g) Details of specific communications proposed for updating stakeholders including affected parties on construction timeframes; h) A list of the stakeholders affected to be communicated with; i) Linkages and cross references to other management plans where relevant; j) Identification of opportunities for those stakeholders identified under Condition 11(h) to collaborate on specific issues if required; k) A Development Response Addendum including: <ul style="list-style-type: none"> i. The measures to maximise opportunities for pedestrian and service access to businesses, residents and social services/facilities that will be maintained during construction, within the practical requirements of the CTMP; ii. The measures to mitigate potential severance and loss of business visibility issues by wayfinding and supporting signage for pedestrian detours required during construction; iii. The measures to promote a safe environment during construction; iv. How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through other management plans; v. Identification of any other development response measures designed to support those businesses, residents and community services/facilities during construction. l) Details of engagement with the community to identify opportunities to minimise construction impacts; m) Details of monitoring the implementation of the CCP including, but not limited to: <ul style="list-style-type: none"> i. Community feedback on the management of construction related impacts and the Requiring Authority's response to that feedback; ii. And feedback and complaints received on matters other than addressed by (m)(i); iii. Any outcomes or actions undertaken in response to feedback and complaints; and iv. Any development response outcomes. n) The CCP must be reviewed at least annually and updated with reference to the outcomes of the monitoring listed in (m). 	
12. Construction Environmental Management	The Requiring Authority must submit a Construction Environmental Management Plan (CEMP) for certification in accordance with Condition 8. The objective of the CEMP is to set out an overarching framework and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with the construction of the Eastern Busway Project (Package EB2).	No change
13.	<p>The CEMP must include details of:</p> <ul style="list-style-type: none"> a) An outline of the construction programme of the work, including construction hours, indicating linkages to the other subsidiary plans which address management of adverse effects during construction; b) The document management system for administering the CEMP and compliance, including review and Requiring Authority / constructor / Council requirements; c) Training requirements for employees, sub-contractors and visitors for cultural induction, construction procedures, environmental management and monitoring; d) Roles and responsibilities for the implementation of the CEMP; 	No change

	<p>e) Environmental incident and emergency management procedures (including spills);</p> <p>f) Environmental complaint management procedures;</p> <p>g) Specific details of demolition and site clearance works to be undertaken;</p> <p>h) The location of construction compounds and measures adopted to keep them secure;</p> <p>i) Methods to provide for the safety of the general public;</p> <p>j) Measures to be adopted to keep the construction areas in a tidy condition in terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place inside the designation boundaries;</p> <p>k) Site reinstatement measures upon completion of the activities including the removal of any temporary structures used during the construction period;and</p> <p>l) A construction methodology that minimises mangrove removal/pruning.</p> <p>Advice note: <i>The CEMP may be prepared as a combined document that also addresses the matters required under the associated resource consents for the Eastern Busway Project (e.g. Package EB3R).</i></p>	
14. The Warehouse Group	<p>The Requiring Authority shall not impose any restrictions on light vehicle movements entering or exiting The Warehouse Pakuranga basement carpark during construction of EB2 from the future Cortina Place extension.</p> <p>Advice Note: <i>The vehicle movements provided for by this condition includes both left and right hand turns into and out of The Warehouse Pakuranga basement carpark.</i></p>	No change
15.	<p>The Requiring Authority must ensure that Eastern Busway staff and contractors do not park their vehicles within The Warehouse Pakuranga's basement carpark.</p>	No change
16.	<p>The Requiring Authority must ensure that on completion of construction of EB2, the road geometry and street furniture associated with the Cortina Place extension, Aylesbury Street and Reeves Road do not obstruct light vehicle access from the Cortina Place extension into The Warehouse Pakuranga basement carpark as it existed at the time of the EB2 designation's confirmation.</p>	No change
17.	<p>During the construction of EB2 the Requiring Authority must not restrict use of those carparks within the basement carpark that immediately adjoin Reeves Road unless it is necessary for safety reasons. Any restrictions must not be in place for no more than 3 days at any one time except for the purposes of installing construction safety equipment to protect these car park spaces.</p> <p>Advice Note: <i>This condition relates to the carparking spaces located within the basement immediately adjoining Reeves Road but partially open-air to the road reserve above, and potential effects of construction activities occurring above those parking spaces. Safety equipment to protect the parking spaces may include e.g. installing temporary netting across the open-air portion.</i></p>	No change
18. Freight access to The Warehouse Pakuranga	<p>The Requiring Authority shall ensure that The Warehouse Pakuranga loading dock on Reeves Road shall be operational at all times between the business hours of 7am to 6pm. This includes:</p> <p>a) Enabling a large truck and trailer to enter the dock without any delay related to construction activities associated with the Eastern Busway Project (Package EB2) between the hours of 7am to 8am and leave within 60 minutes of arriving <u>as shown on the Drawing titled "Reeves Road Closure – Access to Warehouse via Reeves Road – Vehicle Tracking Plan – B Train", plotted 30 May 2023 ;</u></p> <p>b) Ensuring that any changes to the surrounding road network can accommodate a large truck and trailer to safely enter the dock. These changes must be completed before any works on the Reeves Road Flyover commences or any changes are made to The Warehouse Pakuranga Reeves Road loading dock/basement access occurs;</p>	Changes to include references to the Drawing titled "Reeves Road Closure – Access to Warehouse via Reeves Road – Vehicle Tracking Plan – B Train", plotted 30 May 2023, to demonstrate how access to the Warehouse loading dock will be provided.


	<p>c) Enabling other loading vehicles (smaller trucks and vans) to enter and exit the dock at all times via a controlled entrance through the construction site <u>as shown on the Drawing titled “Reeves Road Closure – Access to Warehouse via Reeves Road – Vehicle Tracking Plan – B Train”, plotted 30 May 2023 ;</u></p> <p>d) At all times, providing for access to and egress from the Reeves Road loading dock without delays exceeding 5 minutes, except as provided by Condition 18(a) where there is to be no delay; and</p> <p>e) Providing for the existing arrangements for waste and recycling materials collection.</p> <p>Advice Note: <i>This condition does not apply to the use of temporary loading facilities, including the use of on-street loading spaces.</i></p>	
19.	<p>The Requiring Authority must comply with Condition 18(a) Monday to Friday, and on Saturdays during the peak trading periods for The Warehouse Pakuranga.</p> <p>Advice Note: <i>Peak trading periods refers to 1 November to 31 January 7 February.</i></p>	Change to include Waitangi Day.
19A.	<p><u>During piling works within the existing Reeves Road legal road reserve, if truck and trailer units experience at least 7 minute delay on arrival each day for 5 consecutive days, contrary to requirements in condition 18a), then the Requiring Authority will provide access to an alternative temporary loading dock for The Warehouse Pakuranga.</u></p>	Change to ensure The Warehouse Pakuranga has alternative loading dock during piling works within Reeves Road legal road reserve for the B train/large truck if Condition 18a is unable to be met.
20.	<p>The Requiring Authority must ensure that on completion of the construction of EB2, the road geometry and street furniture associated with the Cortina Place extension, Aylesbury Street and Reeves Road do not obstruct heavy vehicle access to The Warehouse Pakuranga loading dock as it existed at the time of the EB2 designation’s confirmation.</p>	No change
21.	<p>The Requiring Authority shall manage and monitor any construction dust in the vicinity of The Warehouse Group’s loading dock in accordance with the requirements of the SSCMP <u>and take all reasonable steps to avoid, remedy or mitigate the effects of dust ingress to the stockroom adjoining the loading dock and the adjacent store’s retail area arising from the construction of the Reeves Road Flyover.</u></p>	Change proposed as The Warehouse has advised that dust is a significant concern for them. The SSCMP for Pakuranga Plaza (condition 26 to 32) also requires dust management so the additional requirement is an acceptable approach to mitigating submitters concerns.
22. Fire safety	<p>The following requirements relating to fire safety for The Warehouse Pakuranga shall be complied with while vehicle and customer access is restricted on Reeves Road during the construction of EB2:</p> <p>a) All existing fire exits shall be maintained from the retail building and the basement carpark;</p> <p>b) A permanent egress route shall be maintained along the south side of the building to enable occupants to move to the east or west away from the building in the event that evacuation of the building is required. The width of the access shall be 3.3m measured from the base of the exterior stairs;</p> <p>c) 24-hour Fire and Emergency New Zealand (FENZ) access shall be provided to the sprinkler valve room for sprinkler systems 3 and 4 and the fire brigade inlet for the carpark sprinkler system which is currently located adjacent to the Reeves Road loading dock.</p> <p>d) FENZ access to the Reeves Road southwest double egress door and the southeast double set of egress doors on the south side of the building, including truck access, shall be provided when required due to an alarm activation.</p> <p>e) Access to street hydrants along Reeves Road shall be maintained at all times.</p>	No change

	f) FENZ shall be notified of any changes to access with at least 24-hours' notice, and regular walk-throughs shall be arranged for FENZ to ensure they are fully informed about the 24-hour access arrangements during construction.	
22A.	<u>The Requiring Authority shall reimburse The Warehouse Group for all reasonable costs incurred in upgrading or replacing the existing branding signage for The Warehouse Pakuranga store following completion of EB2 construction, provided that the upgraded or replacement signage is of the same size and on the same façade as the existing signage being upgraded/replaced.</u>	Changes to ensure that the level of signage for the operation of The Warehouse Pakuranga.
23. Countdown Pakuranga (General Distributors Limited)	During the construction of the Project (Package EB2), the Requiring Authority shall ensure safe and efficient vehicle access into and out of the Countdown Pakuranga loading dock. Advice Note: Condition 23 relates to ensuring safe and efficient vehicle access on land contained within the EB2 designation boundaries. It does not include any vehicle access requirements (e.g., manoeuvring space) associated with the <u>land utility reserves</u> held by Auckland Council or land held by GYPP Limited (or associated companies).	Change to clarify land held by Auckland Council.
24.	The Requiring Authority must ensure that on completion of the construction of EB2, the road geometry and street furniture associated with the Cortina Place extension, Aylesbury Street and Reeves Road do not obstruct heavy vehicle access to the Countdown Pakuranga loading dock, as it existed at the time of the EB2 designation's confirmation.	Changes to remove reference to "heavy" vehicles to ensure access for all vehicles (such as delivery vans) is not obstructed, as requested by submitters.
25. GYP Properties Limited (Pakuranga Plaza Limited)	During the construction of EB2 the Requiring Authority must: a) Ensure safe and efficient vehicular and pedestrian access into and out of the Pakuranga Plaza site during construction daytime work hours (5am to 10pm); b) Implement reasonably practicable measures for wayfinding (signage) into and out of the Pakuranga Plaza during construction of EB2; and c) Ensure that Eastern Busway staff, and contractors and visitors to the Eastern Busway office do not park their vehicles within the Auckland Council <u>land utility reserves</u> , other than within the designation footprint when necessary for construction purposes.	Changes to ensure visitors to Eastern Busway office (in addition to staff and contractors) do not park within the Auckland Council land (other than when parking in the designation footprint is required for construction purposes) as requested by submitters.
26. Site Specific Construction Management Plan – Pakuranga Plaza	The Requiring Authority must submit a Site-Specific Construction Management Plan (SSCMP) for certification in accordance with Condition 8. The objective of the SSCMP is to avoid, remedy or mitigate the potential adverse effects of construction activities, including those associated with vibration, dust, pedestrian access, vehicle access, manoeuvring and on-site parking provision, at Pakuranga Plaza.	No change
27.	The SSCMP must include practicable measures, including staging of work, that the Requiring Authority is required to adopt to: a) Ensure safe and efficient vehicular and pedestrian access into and out of the Pakuranga Plaza site, including access to and from The Warehouse Pakuranga basement parking, as well as ongoing freight delivery vehicle access to both Countdown Pakuranga and The Warehouse Pakuranga; b) Ensure that owners and tenants at Pakuranga Plaza, including General Distributors Limited and The Warehouse Group Limited, are provided with a minimum of 10 (ten) days' notice of significant changes to traffic management; c) Identify the methods for wayfinding (signage) into and out of the Pakuranga Plaza during construction, including for specific tenancies where requested, and signage on main approaches to the town centre to advertise that the "Plaza remains open" during construction of the road works; d) Manage and monitor construction dust created in the vicinity of Pakuranga Plaza affecting tenants or users of the Pakuranga Plaza, including The Warehouse Pakuranga; e) Manage and monitor construction to avoid the adverse environmental effects of the discharge of sediment laden material onto the Pakuranga Plaza as identified in the Requiring Authority's Erosion and Sediment Control Plan(s); f) Ensure that suitable access to and egress from Pakuranga Plaza is provided at all times during construction daytime	Change to enable access for all delivery vehicle types as requested by submitters.

	<p>work hours (5am to 10pm).</p> <p>Advice Note: Significant changes to traffic management as identified in Condition 27 refers to changes that require the Construction Traffic Management Plan(s) (CTMP(s)) to be re-certified under Condition 8.</p>	
28.	<p>During the preparation of the SSCMP, the Requiring Authority:</p> <ul style="list-style-type: none"> a) Must undertake consultation with GYP Properties, General Distributors Limited (Countdown Pakuranga) and The Warehouse Group Limited on the content and controls detailed in the SSCMP; and b) Where practicable must adopt recommendations received from GYP Properties General Distributors Limited (Countdown Pakuranga) and The Warehouse Group Limited. 	No change
29.	<p>The Requiring Authority must lodge the SSCMP for certification with Auckland Council at least 10 (ten) working days prior to construction commencing for EB2. The following information must be provided with the SSCMP at its lodgement:</p> <ul style="list-style-type: none"> a) The submitted SSCMP records of the consultation undertaken with GYP Properties, General Distributors Limited (Countdown Pakuranga) and The Warehouse Group Limited; and b) A summary of changes to the SSCMP sought by GYP Properties, General Distributors Limited (Countdown Pakuranga) and The Warehouse Group Limited. This summary must also include commentary from the Requiring Authority in regard to the changes sought by these parties, whether the Requiring Authority has or has not adopted these changes and the reason(s) for adoption/non-adoption of the changes. 	No change
30.	<p>The SSCMP shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> a) How the Requiring Authority will manage the staging of all work within 500m of Pakuranga Plaza; b) The means by which construction debris and waste will be managed within the EB2 construction footprint so it does not enter Pakuranga Plaza; c) The means by which construction related dust in the vicinity of Pakuranga Plaza will be controlled to mitigate any adverse effects on owners, tenants (including Countdown Pakuranga and The Warehouse Pakuranga) or users of the Pakuranga Plaza; d) The means by which any overland flow of stormwater in excess of that currently entering Pakuranga Plaza will be managed by the CEMP during construction to prevent increased overland flows or flooding in particular before known storm events; e) The means by which construction related noise and vibration in the vicinity of Pakuranga Plaza will be controlled to mitigate any adverse effects on owners tenants (including The Warehouse Pakuranga) or users of Pakuranga Plaza; f) The means by which appropriate safe and efficient vehicle access to the existing loading zones of Countdown Pakuranga and The Warehouse Pakuranga will be maintained to provide for their business activities,; g) The means by which Project related visitor parking will be managed and controlled, such as by wayfaring, signage and/or information provided on the Project's website; h) Provision for additional measures, such as construction staging, enabling the use 26 Ti Rakau Drive as Pakuranga Plaza customer parking and/or the management of EB2 construction staff parking demand, to minimise disruption to Pakuranga Plaza during the annual holiday trading period between 01 November to 31 January 7 February; i) Provision for maximising the use of parking areas that are located within the designation's boundaries as customer parking for Pakuranga Plaza, where those areas are not occupied for construction purposes or the 	<p>Changes as requested by submitters to require the SSCMP to:</p> <ul style="list-style-type: none"> - include measures to ensure "safe and efficient" vehicle access to loading docks is maintained (rather than "appropriate access" as previously referred to) and - maximise access to parking areas within the designation boundaries for customer parking when not used by construction. - Extend holiday trading to including Waitangi Day.

	<p>operation of the Project;</p> <p>j) Details of the sequencing of work on Pakuranga Road, Reeves Road, Palm Avenue and South-Eastern Highway intersections near Pakuranga Plaza that ensure that safe and efficient access to Pakuranga Plaza is maintained at all times in order to enable the business activities;</p> <p>k) How construction of temporary or new access points will ensure the maintenance of access to Pakuranga Plaza when existing access points are temporarily closed or restricted due to construction activities;</p> <p>l) The Construction Traffic Management Plan(s) that ensure the continuation of safe and efficient access when EB2 related work is being carried out within 500m of Pakuranga Plaza;</p> <p>m) Appointment of a liaison person and the procedure for regular meetings, to be held at least monthly or at an alternative frequency as agreed between the Requiring Authority, GYP Properties, General Distributors Limited (Countdown Pakuranga) and The Warehouse Group during the construction period for EB2; and</p> <p>n) A procedure for monitoring, reporting and review of the performance of the SSCMP, including monitoring of parking availability during the annual holiday trading period between 01 November to 31 January 7 February. The results of the monitoring and reporting must be shared with GYP Properties, General Distributors Limited (Countdown Pakuranga) and The Warehouse Group twice annually.</p>	
31.	<p>A review of the SSCMP must be undertaken twice annually or due to the following:</p> <p>a) As a result of a material change to the project;</p> <p>b) To address unforeseen or materially greater adverse effects arising from construction of the Eastern Busway Project (Package EB2)</p>	No change
31A.	<p>A review of the SSCMP must take into consideration:</p> <p>a) Any material changes to the SSCMP;</p> <p>b) Any changes to construction methods; and</p> <p>c) Results of monitoring and reporting procedures associated with the management of car parking at during the Eastern Busway Project (Package EB2) construction period (including monitoring of parking availability during the annual holiday trading period between 01 November to 31 January 7 February), and mitigation measures to address unforeseen or materially greater adverse parking effects during construction of the Eastern Busway Project (Package EB2).</p>	<p>Reasons:</p> <ul style="list-style-type: none"> Change to include Waitangi Day.
32.	<p>The SSCMP shall take precedence where there is conflict between the SSCMP and any other management plans required for the Project. This includes the Project's CTMP(s), ESCP and CNVMP.</p> <p><i>Advice note: Conflicts may include the SSCMP requiring more restrictions or information requirements than those that apply to the Project's other management plans.</i></p>	
33. Car Parking and Access at Pakuranga Town Centre	<p>The Requiring Authority must ensure that, prior to closing Reeves Road to private vehicles for the purposes of constructing the Reeves Road Flyover or introducing any restrictions on the operation of The Warehouse Pakuranga loading dock or basement carpark access other than managed by Conditions 14 to 17, that the following works traffic-light controlled movements in all directions at the intersection of Palm Ave and Ti Rakau Drive (including the access into the Pakuranga Plaza car park) are completed and operational.:</p> <p>a) The extension of Cortina Place between William Roberts Road and Aylesbury Street;</p> <p>b) Traffic-light controlled movements in all directions at the intersection of Palm Ave, Ti Rakau Drive and</p>	<p>Reasons:</p> <ul style="list-style-type: none"> Condition 33 was not included in the draft condition set as notified and was included in the condition set during the hearing process. The deletion of the requirement that the works listed at 33(a) and (c) be completed and operational

	<p>including the access into the Pakuranga Plaza car park; and</p> <p>e) The Mattson Road/Ti Rakau Drive intersection upgrades, as undertaken as part of EB3R.</p> <p>Advice Note: During the construction of the Palm Avenue, Ti Rakau Drive and Pakuranga Plaza intersection, the Requiring Authority must maintain safe and efficient access to and from the Pakuranga Plaza via the current Aylesbury Street accesses (Access 6 and 7) and in accordance with the SSCMP and CTMPs.</p>	<p>prior to the closure of Reeves Road is therefore not inconsistent with the NoR as notified.</p> <ul style="list-style-type: none"> • Significant health and safety concerns as Cortina Place extension access the to William Roberts Road, would allow public traffic through the Reeves Road construction zone, which is dangerous, especially when alternative safe public access via Aylesbury Street would be open to Pakuranga Plaza and The Warehouse basement parking areas. • Advice note under condition 33 has been changed to a separate condition 33A to require safe and efficient access to and from the Pakuranga Plaza during construction of the new Palm Avenue intersection, as this is a requirement of Construction Traffic Management Plan and it is more appropriate for it to be a condition rather than an advice note. • Mattson Road and Ti Rakau Drive intersection upgrade cannot be undertaken because Watercare’s Hunua 2 water chamber programme has delayed this upgrade, however the continued access can be maintained throughout works from Mattson Road (see proposed condition 33B). • Condition 33B will require access to be maintained from specific locations while Reeves Road is closed to ensure connectivity is maintained.
<p>33A.</p>	<p><u>During the construction of the Palm Avenue, Ti Rakau Drive and Pakuranga Plaza intersection, the Requiring Authority must maintain safe and efficient access to and from the Pakuranga Plaza via the current Aylesbury Street accesses (Access 6 and 7) and in accordance with the SSCMP and CTMPs.</u></p>	<p>Advice note under condition 33 has been changed to a separate condition 33A to require safe and efficient access to and from the Pakuranga Plaza during construction of the new Palm Avenue intersection, as this is a requirement of Construction Traffic Management Plan and it is more</p>

		appropriate for it to be a condition rather than an advice note.
33B.	<p><u>The Requiring Authority must ensure that, during the closure of Reeves Road to private vehicles for the purposes of constructing the Reeves Road Flyover or for the duration of any restrictions on the operation of The Warehouse Pakuranga loading dock or basement carpark access other than managed by Conditions 14 to 17, that the following access is maintained:</u></p> <p><u>a) Access to The Warehouse Pakuranga basement carpark from the right of way off Aylesbury Street;</u></p> <p><u>b) Left and right turns from Mattson Road to Ti Rakau Drive and left turns from Ti Rakau Drive to Mattson Road; and</u></p> <p><u>Left in and left out access from the William Roberts Road extension to Ti Rakau Drive.</u></p>	Condition 33B will require access to be maintained from specific locations while Reeves Road is closed to ensure connectivity is maintained.
33C.	<p><u>During construction of the Project (Package EB2) the Requiring Authority must install temporary signage on the northbound approach from Ti Rakau Drive, showing the best route to access the Pakuranga Town Centre at the time. The temporary signage must be updated if the best route changes.</u></p>	Change made to require wayfinding signage for Pakuranga Plaza during construction as provided for in the SSCMP conditions and as requested by submitter.
33D.	<p><u>Prior to the completion of the Project (Package EB2) the Requiring Authority must install permanent signage at the approach from:</u></p> <p><u>a) the South-Eastern Highway (Route 10), showing the new direction to the Pakuranga Town Centre via the Palm Avenue intersection;</u></p> <p><u>b) Pakuranga Road (westbound) showing the new direction to the Pakuranga Town Centre via Ti Rakau Drive; and</u></p> <p><u>c) Pakuranga Road (eastbound) showing the new direction to the Pakuranga Town Centre via Ti Rakau Drive.</u></p>	Change requested by submitter to clarify Pakuranga Town Centre access once EB2 is completed via permanent signage.
34.	<p>During construction of the Project (Package EB2) the Requiring Authority must provide continued access and allow for the use of the Auckland Council land utility reserves at Pakuranga Town Centre that are located within the designation boundaries. This access must be provided at all times that the designated land is not required by the Requiring Authority for construction activities or permanent occupation by the Project.</p> <p>Advice Note: This condition covers the Auckland Council land utility reserves adjacent to Pakuranga Town Centre, which are used as parking for Pakuranga Plaza. Construction activities may include the use of this land for material storage, laydown areas, construction vehicle parking and traffic management.</p>	Changes requested by submitter to clarify that access is to be always provided when the designation area which contains the Auckland Council land is not required for construction or permanent occupation by the Project.
35.	<p>The Requiring Authority must maintain a minimum number of 40 car parking spaces for use by the public in the car park to the northeast of the Pakuranga Library accessed from Pennell Place, at all times, during construction of EB2 as identified in Figure One below. For clarity, this condition relates only to the construction phase of EB2.</p> <p>Figure One – Pennell Place Parking</p> 	No change

36. Construction Traffic Management Plan	The Requiring Authority must submit a Construction Traffic Management Plan (CTMP) for certification in accordance with Condition 8. The objective of the CTMP is to identify the means to be used to avoid, remedy or mitigate the adverse effects of construction of the Eastern Busway Project (Package EB2) on transport, parking and property access.	No change																																																			
37. Construction Noise and Vibration Management Construction Noise – General Standards	<p>Construction noise must be measured and assessed in accordance with New Zealand Standard NZS 6803:1999 ‘Acoustics - Construction Noise’ (NZS6803:1999). With the exception of The Warehouse Pakuranga site, construction noise must comply with the noise standards set out in Tables 5 and 6 as far as practicable.</p> <p>Table 5: Construction Noise Criteria – Residential Receivers (Irrespective of Zoning)</p> <table border="1" data-bbox="465 485 1590 1293"> <thead> <tr> <th rowspan="2">Time of week</th> <th rowspan="2">Time Period</th> <th colspan="2">Maximum noise level (dBA) > 20 weeks</th> </tr> <tr> <th>L_{eq}</th> <th>L_{max}</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Weekdays</td> <td>0630 – 0730</td> <td>55</td> <td>75</td> </tr> <tr> <td>0730 – 1800</td> <td>70</td> <td>85</td> </tr> <tr> <td>1800 – 2000</td> <td>65</td> <td>80</td> </tr> <tr> <td>2000 - 0630</td> <td>45</td> <td>75</td> </tr> <tr> <td rowspan="4">Saturdays</td> <td>0630 – 0730</td> <td>45</td> <td>75</td> </tr> <tr> <td>0730 – 1800</td> <td>70</td> <td>85</td> </tr> <tr> <td>1800 – 2000</td> <td>45</td> <td>75</td> </tr> <tr> <td>2000 - 0630</td> <td>45</td> <td>75</td> </tr> <tr> <td rowspan="4">Sundays and public holidays</td> <td>0630 – 0730</td> <td>45</td> <td>75</td> </tr> <tr> <td>0730 – 1800</td> <td>55</td> <td>85</td> </tr> <tr> <td>1800 – 2000</td> <td>45</td> <td>75</td> </tr> <tr> <td>2000 - 0630</td> <td>45</td> <td>75</td> </tr> </tbody> </table> <p>Table 6: Construction Noise Criteria - Commercial and Industrial Receivers</p> <table border="1" data-bbox="465 1436 1590 1614"> <thead> <tr> <th>Time period</th> <th>Maximum noise level L_{Aeq} dB > 20</th> </tr> </thead> <tbody> <tr> <td>07:30 – 18:00</td> <td>70</td> </tr> <tr> <td>18:00 – 07:30</td> <td>75</td> </tr> </tbody> </table>	Time of week	Time Period	Maximum noise level (dBA) > 20 weeks		L _{eq}	L _{max}	Weekdays	0630 – 0730	55	75	0730 – 1800	70	85	1800 – 2000	65	80	2000 - 0630	45	75	Saturdays	0630 – 0730	45	75	0730 – 1800	70	85	1800 – 2000	45	75	2000 - 0630	45	75	Sundays and public holidays	0630 – 0730	45	75	0730 – 1800	55	85	1800 – 2000	45	75	2000 - 0630	45	75	Time period	Maximum noise level L _{Aeq} dB > 20	07:30 – 18:00	70	18:00 – 07:30	75	No change
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38.	Where compliance with the noise standards set out in Condition 37 above is not practicable, then the methodology in Condition 51 (Schedule) must apply.	No change																																																			
39. Construction Noise – The Warehouse Pakuranga Specific Standards	<p>The internal noise from construction activity (other than piling) shall not exceed the following noise limits when measured and assessed at any point within the Warehouse retail area at least 6m from the interior wall of The Warehouse Pakuranga indoor retail area closest to the Reeves Road Flyover:</p> <ul style="list-style-type: none"> a) 65dB LAeq between 6.30am and 8.00am; b) 63dB 60dB LAeq between 8.00am and 9.00pm except that a noise level of 65dB LAeq shall be allowed for up to 30 minutes each day; 	Change to the construction noise limit as requested by submitter The Warehouse to provide more certainty for noise measurement for internal noise from construction activities of EB2 and to clarify that this condition does not apply to piling activities.																																																			

	<p>c) 65dB LAeq between 9.00pm and 12.30am the following</p> <p>d) No noise limit between 12.30am and 6.30am.</p>																				
40.	<p>Construction noise levels measured within The Warehouse Pakuranga during piling activities within Reeves Road shall not exceed the equivalent of the following internal noise levels within the retail area at least 6m from the interior wall closest to the Reeves Road Flyover:</p> <p>a) 65dB LAeq between 6.30am and 8.00am;</p> <p>b) 63dB LAeq between 8.00am and 9.00pm for the duration of the piling activities associated with construction of Pile 9, Pile 10 and Pile 11 (as shown in the indicative piling plan below);</p> <p>c) 65dB LAeq between 9.00pm and 12.30am the following day; and</p> <p>d) No noise limit between 12.30am and 6.30am.</p> <p><u>Indicative piling plan</u></p>	<p>Proposed changes to this condition as The Warehouse has requested in recent discussions that all piling within Reeves Road should be required to comply with these specific construction noise levels and not just the three specified pile locations closes to The Warehouse Pakuranga. EBA are supportive of this change requested by The Warehouse as it would improve clarity and consistency of approach across the piling works. Indicative piling plan also to be deleted and now that limit applies to all pile locations.</p>																			
41.	The Warehouse Pakuranga noise limits in Conditions 39 and 40 shall not be subject to change via the CNVMP or a Schedule unless the Requiring Authority provides written approval from The Warehouse Limited to Auckland Council.	No change																			
42.	<p>If the noise levels specified in Conditions 39 and 40 cannot be achieved and remedied in accordance with Condition 55, all construction activities in the vicinity of The Warehouse Pakuranga must cease and measures must be implemented to meet the required noise levels. This work shall be fully funded by the Requiring Authority and completed before construction work recommences.</p> <p>Advice Note: <i>Measures to achieve compliance with the noise levels may include (but are not limited to) a 3.6 metre high noise wall with surface mass of 10 kg/m² or greater or equivalent acoustic response (such as shipping containers) erected on and/or within the boundary of the designation to meet the required noise levels.</i></p>	No change																			
43. Construction Vibration – General Standards	<p>Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 “Structural Vibration Part 3: Effects of vibration on structures”, and shall comply with the vibration standards set out in Table 7 as far as practicable:</p> <p>Table 7: Construction Vibration Criteria</p> <table border="1"> <thead> <tr> <th>Vibration Level</th> <th>Time</th> <th>Category A</th> <th>Category B</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Occupied activities sensitive to noise</td> <td>Night-time 2000h – 0700h</td> <td>0.3mm/s ppv</td> <td>2mm/s ppv</td> </tr> <tr> <td>Daytime 0700h – 2000h</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>Other occupied buildings</td> <td>All other times</td> <td>2mm/s ppv</td> <td>5mm/s ppv</td> </tr> <tr> <td>All other buildings</td> <td>Daytime 0630h – 2000h</td> <td colspan="2">Tables 1 and 3 of DIN4150-3:1999</td> </tr> </tbody> </table> <p><i>Activities sensitive to noise are defined in Chapter J of the AUP(OP)</i></p>	Vibration Level	Time	Category A	Category B	Occupied activities sensitive to noise	Night-time 2000h – 0700h	0.3mm/s ppv	2mm/s ppv	Daytime 0700h – 2000h	2mm/s ppv	5mm/s ppv	Other occupied buildings	All other times	2mm/s ppv	5mm/s ppv	All other buildings	Daytime 0630h – 2000h	Tables 1 and 3 of DIN4150-3:1999		No change
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44.	<p>The Category A criteria may be exceeded, if the works generating vibration take place for three days or less between the hours of 7am to 6pm, provided that the Category B criteria are complied with, and:</p> <p>a) All occupied buildings within 50m of the extent of the works generating vibration are advised in writing no less than three days prior to the vibration-generating works commencing; and</p> <p>b) The written advice must include details of the location of the works, the duration of the works, a phone number for complaints and the name of the site manager.</p>	No change																			
45.	Except for The Warehouse Pakuranga, where compliance with the vibration standards set out in Table 7 above is not practicable then the methodology in Condition 51 (Schedule) must apply.	No change																			

46. Construction Vibration – The Warehouse Pakuranga Specific Standards	The Requiring Authority must ensure that vibration levels at The Warehouse Pakuranga do not exceed the levels listed in Conditions 43 and 44.	No change
47.	Vibratory or impact/hammer piling must not be utilised for the foundations for the Reeves Road Flyover. This prohibition does not apply to the use of vibration for sinking or extracting casings.	No change
48.	<p>Piling works shall not be undertaken within the existing Reeves Road legal road reserve between 1 November and <u>7 February</u> 5 January the following year unless otherwise allowed for in the SSCMP Schedule for The Warehouse Group.</p> <p>Advice Note: By way of clarification, it is anticipated that if piling works outside of the Reeves Road legal road reserve starts on <u>7 February</u> 8 January 2024 then all piling works should be completed by November 2024. However, the allowance for other time periods in the SSCMP Warehouse Schedule is desired in case the piling works programme is delayed for such matters as mechanical failure, prolonged adverse weather and pandemics.</p>	<p>Changes to clarify that:</p> <ul style="list-style-type: none"> - the relevant document is the noise and vibration schedule for The Warehouse (rather than the SSCMP); - no piling works are to be undertaken within the existing Reeves Road legal reserve in January (as agreed with the submitter) and piling works will start outside the Reeves Road legal road reserve (for example those towards Pakuranga Road).
Construction Noise and Vibration Management Plan (CNVMP) 49.	<p>The Requiring Authority must submit a Construction Noise and Vibration Management Plan (CNVMP) for certification in accordance with Condition 8. The objectives of the CNVMP are to:</p> <ol style="list-style-type: none"> a) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects; b) Define the procedures to be followed where the noise and vibration standards (Conditions 37 and 43) are not met (following the implementation of the BPO); c) Set out the methods for scheduling works to minimise disruption; and d) Ensure engagement with affected receivers and timely management of complaints. 	No change
50.	<p>The CNVMP must be prepared in accordance with Annex E2 of (NZS6803:1999) and shall as a minimum, address the following:</p> <ol style="list-style-type: none"> a) Description of the works, machinery and equipment to be used; b) Hours of works, including a specific section on works at night (2230h - 0700h), incorporating clear definitions of the works undertaken at night (if any); c) The construction noise and vibration standards; d) Identification of receivers where noise and vibration standards apply; e) Management and mitigation options, and identification of the Best Practicable Option; <p>Methods and frequency for regular construction noise and vibration monitoring and reporting of all monitoring</p>	No change

	<p>results and outcomes;</p> <p>g) Procedures for communication as set out in the CCP with nearby residents and stakeholders, including:</p> <ul style="list-style-type: none"> i. Notification of proposed construction activities; ii. The period of construction activities; and iii. Effective management of noise and vibration complaints. <p>h) Contact details for the Communication and Consultation Manager;</p> <p>i) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</p> <p>j) Identification of areas where compliance with the noise (Condition 37) and/or vibration standards (Condition 43 - Category A or Category B) will not be practicable.</p> <p>k) Procedures for:</p> <ul style="list-style-type: none"> i. Communicating with affected receivers in accordance with the CCP, where measured or predicted noise or vibration from construction activities exceeds the noise criteria of Condition 37 or the vibration criteria of Condition 43; and ii. Assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category B vibration criteria of Condition 43, including the requirement to undertake building consent surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and iii. Review and update of the CNVMP. 	
51.	<p>A Schedule to the CNVMP (Schedule) must be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <p>a) Construction noise is either predicted or measured to exceed the noise standards in Condition 37, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:</p> <ul style="list-style-type: none"> i. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or ii. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days. <p>Construction vibration is either predicted or measured to exceed the Category B standard set out in Condition 43 at the receivers.</p>	No change
52.	<p>The objective of the Schedule is to set out the BPO for the minimisation of noise and/or vibration effects of the construction activity that are specific to the receiving environment and the activities that the Schedule would authorise, beyond those general measures set out in the CNVMP. The Schedule must include but not be limited to details such as:</p> <ul style="list-style-type: none"> a) Construction activity and location plan, start and finish dates; b) The owners and occupiers of the receivers that would be captured by (c) below; c) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 37 and/or 43; d) The proposed site-specific noise and / or vibration mitigation measures that are proposed to be adopted; e) The mitigation options that have been selected and the options that have been discounted as being 	No change

	<p>impracticable;</p> <p>f) The consultation undertaken with owners and/or occupiers of properties identified in the Schedule, outcomes of the consultation, and how consultation outcomes have and have not been taken into account; and</p> <p>g) Location, times, and types of monitoring and procedures for ensuring that all monitoring results and outcomes are reported on and are made available to the Council and to receivers subject to the Schedules on their reasonable request.</p>	
53.	The Schedule must be submitted to the Council for certification at least 5 (five) working days, except in unforeseen circumstances, in advance of construction works that are covered by the Schedule and shall form part of the CNVMP.	No change
54. The Warehouse Pakuranga – Site Specific Construction Noise and Vibration Monitoring	<p>The Requiring Authority must undertake continuous monitoring during EB2's construction of the noise and vibration levels that The Warehouse Pakuranga is exposed to. Noise monitoring could be undertaken either within The Warehouse Pakuranga itself, for direct comparison against the requirements of Condition 39, or externally within proximity of The Warehouse Pakuranga, by a suitably qualified and experienced person. <u>The monitoring shall be made available in real time to the Warehouse Store Manager and a representative from the Warehouse Property Team, in accordance with condition 56.</u> Should external measurements be employed, then the Requiring Authority must document the façade reduction that has been employed and provide this information in its construction noise reporting. <u>This monitoring shall be in accordance with the measurement procedures set out in the Schedule for the Warehouse Pakuranga (condition 56).</u></p> <p>Advice Note: <i>Given the size of The Warehouse Pakuranga several monitoring locations may be required for compliance with Condition 54.</i></p>	Changes requested by The Warehouse and acceptable to AT.
55.	If monitoring reports an exceedance of The Warehouse Pakuranga site-specific noise <u>and/or vibration</u> levels detailed in Condition 39, <u>40 and 46</u> that was caused by construction activities, then <u>that</u> noise <u>and/or vibration</u> generating construction activity shall stop when it is safe to do so. The reason for the exceedance shall be investigated and construction methodologies reviewed and adjusted to ensure compliance before the related construction activity is recommenced. In accordance with Condition 50(f) reporting of the incident must include Council and store manager for The Warehouse Pakuranga.	Changes to ensure vibration generating activities are also captured by this condition.
56.	<p>Prior to the commencement of the Reeves Road Flyover's construction, the Requiring Authority shall provide a Schedule to address potential noise and vibration effects on The Warehouse Pakuranga (10 Aylesbury Street). The Schedule shall be prepared in accordance with Condition 51 <u>52</u> and be subject to the certification process described in Condition 53. <u>In addition, the Schedule shall:</u></p> <p>a) <u>Identify the locations that construction noise and vibration shall be measured for the Warehouse Pakuranga and any corrections required to those measurements (should the measurement locations not provide results for direct comparison with the noise and vibration limits of conditions 39, 40 and 46).</u></p> <p>b) <u>Identify how the measurement results will be provided to the Warehouse Store Manager and the representative of the Warehouse Property Team.</u></p>	Changes to correct cross reference and to provide details as to what is required to be included in the Schedule.
57. Building Condition Surveys (in the event environmental specialists identify building condition surveys are necessary)	<p>Prior to construction, a building condition survey must be undertaken of any building or structure that has been identified and assessed as potentially affected by vibration damage arising from construction vibration, and in every case where vibration exceeds the Category B criteria in Condition 43. The identification and assessment requirement must be determined by an independent and suitability qualified person appointed by the Requiring Authority, and based on the criteria below, unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey must be undertaken include:</p> <p>a) Age of the building;</p> <p>b) Construction types;</p> <p>c) Foundation types;</p> <p>d) General building condition;</p>	No change

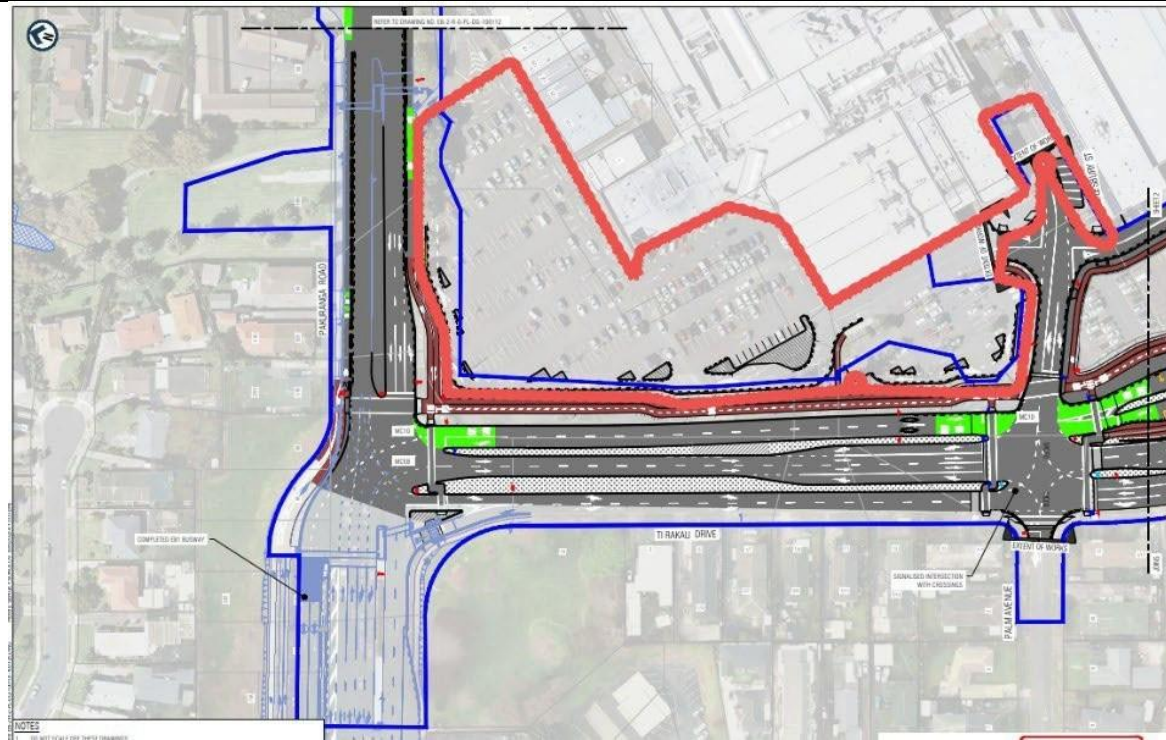
	<ul style="list-style-type: none"> e) Proximity to any excavation; f) Whether the building is earthquake prone or where there is pre-existing damage; and g) Whether any basements are present in the building. 	
58.	<p>Where a building condition survey is required:</p> <ul style="list-style-type: none"> a) The Requiring Authority must employ an appropriately qualified person to undertake the building condition surveys and that person is required to be identified in the CEMP; b) The Requiring Authority must contact owners of those buildings and structures where a building condition survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment; c) Should written agreement from owners and occupiers to enter property and undertake a condition assessment not be obtained within 3 (three) months from first contact, then the Requiring Authority is not required to undertake these assessments; d) Prior to the building condition survey, the Requiring Authority must determine whether the building is classified as a vibration sensitive structure; e) The Requiring Authority must provide the building condition survey report to the relevant property owner within 15 (fifteen) working days of the survey being undertaken, and additionally it must notify and provide Council with a copy of the completed survey report within 15 (fifteen) working days; f) The Requiring Authority must record all contact, correspondence and communication with owners and occupiers and this record is to be available on request for the Council; and g) The Requiring Authority must undertake a visual inspection when undertaking construction activities likely to generate high levels of vibration if requested by the building owner where a pre-construction condition assessment has been undertaken. 	No change
59.	<p>During construction:</p> <ul style="list-style-type: none"> a) The Requiring Authority must implement procedures that will appropriately respond to the information received from any vibration monitors deployed by the acoustic specialist in accordance with the CNVMP. Where necessary this may include temporary cessation of works in close proximity to the relevant building until measures have been implemented to avoid further damage and/or compromising the structural integrity of the building; and b) Any damage to buildings and structures resulting from the works must be recorded and repaired by the Requiring Authority and costs associated with the repair will be met by the Requiring Authority. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building condition survey. Such repairs must be undertaken as soon as reasonably practicable and in consultation with the owner and occupiers of the building. 	No change
60.	<p>Following construction:</p>	No change

	<ul style="list-style-type: none"> a) Within 3 (three) months of the commencement of operation of the Eastern Busway Project (Package EB2), the Requiring Authority must contact owners of those buildings and structures where a building condition survey was undertaken to confirm the need to undertake a post-construction condition assessment; and b) Where a post-construction building condition survey confirms that the building has deteriorated as a direct result of construction works relating to the project, the Requiring Authority must rectify the damage at its own cost. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building pre- condition survey. 	
61. Urban Design and Landscaping Mitigation	Within 3 (three) months of commencing construction activity the Requiring Authority shall submit an Urban Design and Landscape Plan (UDLP) to Council for certification in accordance with Condition 8. The objective of the UDLP is to mitigate any landscape and visual effects of the Eastern Busway Project (Package EB2).	No change
62.	<p>The UDLP must include:</p> <ul style="list-style-type: none"> a) Urban design details for works: <ul style="list-style-type: none"> i. The Reeves Road Flyover; ii. Pakuranga Bus Station; and iii. Ti Rakau Drive widening between Pakuranga Road and Reeves Road. b) Landscape design details for works at: Paul Place Reserve; <ul style="list-style-type: none"> i. Bus Stop Reserve; ii. Within Ti Rakau Drive; and iii. South-Eastern Highway. c) A maintenance plan and establishment requirements over a 3 (three) year period for landscaping and five years for specimen trees following planting. d) Lighting, signage and street furniture details for Eastern Busway Project (Package EB2); e) Measures to achieve a safe level of transition for cycling and walking modes, including providing advanced warning and signage to cyclists and pedestrians, and safe and convenient cycling transitions at the ends of the project; f) Design features and methods for cultural expression; g) A Crime Prevention Through Environmental Design Assessment of the Pakuranga Bus Station, land beneath the Reeves Road Flyover, and the new walking and cycling networks; h) Design features associated with the management of stormwater, including both hard and soft landscaping; and i) Detailed streetscape landscaping plan(s) for all swales, street trees and street gardens for approval or approved by the Parks Planning Team Leader. In particular, the plans must have the following information to obtain the Parks Planning Team Leader's approval: <ul style="list-style-type: none"> i. Be prepared by a suitably qualified landscape architect; ii. Show all planting including details of intended species, location, plant sizes at time of planting and likely heights on maturity, tree pit specifications, the overall material palette, location of street lights and other service access points; iii. Ensure that selected species can maintain appropriate separation distances from paths, roads, street lights and vehicle crossings in accordance with the Auckland Transport Code of Practice; and iv. Include planting methodology. 	No change

63.	At least 1 (one) month prior to the final handover to the Council for future care and maintenance of landscaping on Council land and reserves, the Requiring Authority's representative must arrange a site walkover with the Council to inspect the new planting areas, and to document any areas of plant health and maintenance that need to be rectified prior to handover.	No change
64.	The UDLP planting requirements must be implemented during the first planting season following the Eastern Busway Project being operational. If the weather in that planting season is unsuitable for planting, as determined by the Council, the landscaping must instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity must be agreed to by the Council.	No change
65. Tree Works	The Requiring Authority must submit a Tree Protection and Management Plan (TPMP) for certification in accordance with Condition 8. The objective of the TPMP is to avoid, remedy or mitigate any adverse construction effects of the Eastern Busway Project (Package EB2) on those trees to be retained.	No change
66.	<p>To achieve its objective, the TPMP must include:</p> <ul style="list-style-type: none"> a) A process whereby the Requiring Authority's arborist and the construction team confirm via a site walkover(s) those trees that can be retained rather than removed; b) Tree protection measures for trees to be retained; c) Tree pruning measures; d) Demarcation of temporary construction access and storage areas, outside the permeable dripline and / or rootzone areas of retained trees; e) Use of protective barrier fencing; f) Procedures for working within the dripline/rootzone of any retained tree, including appointment of a qualified Council approved arborist ("appointed arborist") to oversee directly all works within the dripline and rootzone of the trees located in the designated areas of work for the duration of the site works, until the route is considered completed, and including any reinstatement works that fall outside the area of the designation; g) Specific bio-security removal restrictions that will apply to all elms (<i>Ulmus</i> sp.) and kauri (<i>Agathis australis</i>), to avoid the risk of spread of Dutch Elm Disease or kauri dieback, including vetting and approving the methodology and treatment of the Elm and kauri material by the Council's arboricultural specialist responsible for handling and treatment of all Elm/kauri material controlled under the Biosecurity Act, prior to any works taking place; and h) Measures to provide for clear marking of all tree removals prior to implementation of each stage of the works, with verification of the removals by the Requiring Authority's arborist in consultation with the Council's arboricultural specialist. 	No change
67.	<p>If the design of the project is modified so that it becomes apparent that trees protected by the provisions of the AUP(OP) identified as being retained in the approved Tree Plans appended to the Arboricultural Effects Assessment in Condition 1 are required to be removed, then the removal of the trees is appropriate if:</p> <ul style="list-style-type: none"> a) The design modification results in retention of a tree that was identified to be removed (i.e., no net loss of protected trees); or b) If the design modification will result in a net loss of protected trees, a suitable replacement specimen tree is provided in the project corridor (in addition to the proposed planting shown on the approved Tree Plans appended to the Arboricultural Effects Assessment in Condition 1). <p>Advice Note: Protected trees refers to trees within the road reserve and Council reserves that more than 4m in height and/or more than 400mm in girth. It also includes any trees listed in Schedule 10 "Notable Trees" in the AUP(OP).</p>	No change

68. Heritage	In the event that any unrecorded historic heritage sites are identified as a result of the Eastern Busway Project, then these sites must be recorded by the Requiring Authority for inclusion in the Council's Cultural Heritage Inventory. The Requiring Authority's historic heritage expert must prepare documentation suitable for inclusion in the Inventory and forward that information to the Manager: Heritage Unit, (heritageconsents@aucklandcouncil.govt.nz) within one calendar month of completion of work on the route.	No change
69.	Electronic copies of all historic heritage reports relating to historic heritage investigations of whatever form (i.e., evaluation, monitoring and excavation) in regard to the designation, are to be submitted by the Requiring Authority's project historic heritage expert to the Monitoring officer(s) within 12 (twelve) months of completion of the Eastern Busway Project (Package EB2).	No change
70. Operational Traffic Noise	The Requiring Authority must ensure that the solid barriers proposed along both sides of the Reeves Road Flyover are maintained at the height and extent as shown on Plan EB-2-D-2-RD-DG-000422 Rev A and are maintained as acoustically effective barriers. The noise barriers required by these conditions must be maintained so that they retain their designed noise reduction performance.	No change
71.	The Requiring Authority must ensure that all roads are paved with Dense-Graded 14 mm asphalt (or other low-noise road surface(s) with equal or better noise reduction performance) on all sections of the Project except where a higher friction (for safety) or stronger surface is required. The road surfaces must be maintained so that the pavement surface retain their noise reduction performance as far as practicable.	No change
72.	In the event that the Requiring Authority proposes a different road pavement to that specified in Condition 71 above at any time, the Requiring Authority must provide documentation from a suitably qualified and experienced acoustics specialist to the Council demonstrating that condition will continue to be complied with.	No change
73. Building Modification Protocol	The Requiring Authority must design and construct the Eastern Busway Project (Package EB2) to ensure that the predicted noise levels for the as-built alignment (using the same traffic flow forecasts as used for the Proposed Design) do not exceed the predicted noise levels for the Proposed Design [as set out in the Noise and Vibration Operational Effects Assessment (NVOEA) dated 18 July 2022, document number EBA-2-R-2-PL-RP-000034] by more than 2dB at any Protected Premises & Facilities (PPF) existing at the time of EB2's construction. This does not apply to any PPF where the predicted noise level for the as-built design is no greater than 55dB LAeq(24hr). Advice Note: <i>The predicted noise levels for the Proposed Design are contained in the Section 92 response package dated 15 February 2023. The basis for inclusion of this condition is the high level of certainty afforded by the design of the project.</i>	No change
74.	Prior to construction of EB2, a suitably qualified acoustics specialist approved by the Council must identify those PPFs which, following implementation of all Structural Mitigation, will not be Noise Criteria Categories A or B and where building modification mitigation might be required to achieve 40 dB LAeq(24hr) inside Habitable Spaces (Category C buildings).	No change
75.	For PPFs identified in Condition 74, the Requiring Authority must set out options as to what Building Modification Mitigation are available to achieve 40 dB LAeq(24hr) for habitable spaces using the process set out in Conditions 76 to 82.	No change
76.	Prior to construction commencing in EB2, the Requiring Authority must write to the owner of that PPF requesting entry to assess the noise reduction performance of the existing building envelope. If the owner agrees to entry within 3 (three) months of the date of the Requiring Authority's letter, the Requiring Authority must instruct a suitably qualified acoustics specialist to visit the building and assess the noise reduction performance of the existing building envelope and determine what Building- Modification measures are required to achieve an operational noise level of 40 dB LAeq(24hr) for habitable spaces.	No change
77.	For each PPF identified under Condition 74, the Requiring Authority is deemed to have complied with Condition 76 if: a) The Requiring Authority's acoustics specialist has visited and assessed the PPF; or b) The owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or c) The owner did not agree to entry within 3 (three) months of the date of a Requiring Authority letter seeking entry for assessment purposes (including where the owner did not respond within that period); or d) The owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project or after reasonable time has not responded. If any of (b) to (d) above applies to a PPF identified under Condition 74, the Requiring Authority is not required to implement Building-Modification Mitigation to that PPF.	No change
78.	Subject to Condition 77, within three months of the assessment required by Condition 74, the Requiring Authority must write to the owner of each PPF identified under Condition 76 advising:	No change

	<p>a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24hr) inside habitable spaces;</p> <p>b) The options for Building-Modification Mitigation to the building, if required;and</p> <p>c) That the owner has 12 (twelve) months to decide whether to accept Building- Modification Mitigation to the building and to advise which option for Building- Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than 1 (one) option is available.</p>	
79.	Once an owner has confirmed which Building-Modification Mitigation option is preferred, the mitigation must be implemented by the Requiring Authority, including obtaining any Council consents, within a mutually agreeable and reasonable timeframe, and where practicable, prior to a Major Construction Activity commencing in the relevant Work Area.	No change
80.	<p>Where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 79 if:</p> <p>a) The Requiring Authority has completed Building-Modification Mitigation to the PPF; or</p> <p>b) An alternative agreement for mitigation is reached between the Requiring Authority and the owner, and that mitigation option has been completed;or</p> <p>c) The owner did not accept the Requiring Authority’s offer to implement Building- Modification Mitigation within 3 (three) months of the date of the Requiring Authority’s letter sent in accordance with Condition 78 (including where the owner did not respond within that period).</p>	No change
81.	Within 12 (twelve) months of completion of construction of EB2 becoming operational, the Requiring Authority must prepare and submit a report to the Council which demonstrates compliance with Condition 80. The report must be prepared by a suitably qualified and experienced acoustics specialist and must contain a description of, and the results from, a computer noise model of the Project as constructed.	No change
82.	The report required by Condition 81 must include the results of field measurements at a minimum of 2 (two) representative PPFs within EB2. The results of the noise level monitoring must be used to verify the computer noise model. Field measurements must be in accordance with NZS 6806.	No change
	<p>Advice Note: <i>Definitions applying to Conditions 70 to 82 above.</i></p> <ul style="list-style-type: none"> • <i>BPO – means the Best Practicable Option in accordance with s16 of the RMA;</i> • <i>NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise– New and altered roads (“NZS 6806”);</i> • <i>Building-Modification Mitigation – has the same meaning as in NZS 6806;</i> • <i>Habitable Space – has the same meaning as in NZS 6806;</i> • <i>Major Construction Activity - means any construction activity that would result in an exceedance of the Construction Noise Standards;</i> • <i>PPFs – means Protected Premises and Facilities as in NZS 6806;</i> • <i>Structural Mitigation – has the same meaning as in NZS 6806. For the purpose of these conditions the structural mitigation measures are low noise road surface materials and noise barriers;</i> • <i>Work Area - means any area where construction works associated with the Project are undertaken (e.g., all active works areas and construction support areas.</i> 	No change
83. Operational Car Parking and Access at Pakuranga Plaza	<p>The Requiring Authority must use best endeavours to implement an a safe and efficient layout of the Auckland Council Utility Reserve land car park (as identified by a red boundary in Figure Two below) for car parking and vehicle manoeuvring.</p> <p><u>Figure Two – Auckland Council Land Utility Reserve Car Park Location</u></p>	Changes proposed as requested by submitters to ensure revised layout is safe as well as efficient and an advice note to ensure clarity that the Auckland Council land will remain available for parking until the transfer of ownership of the land or commencement of construction.

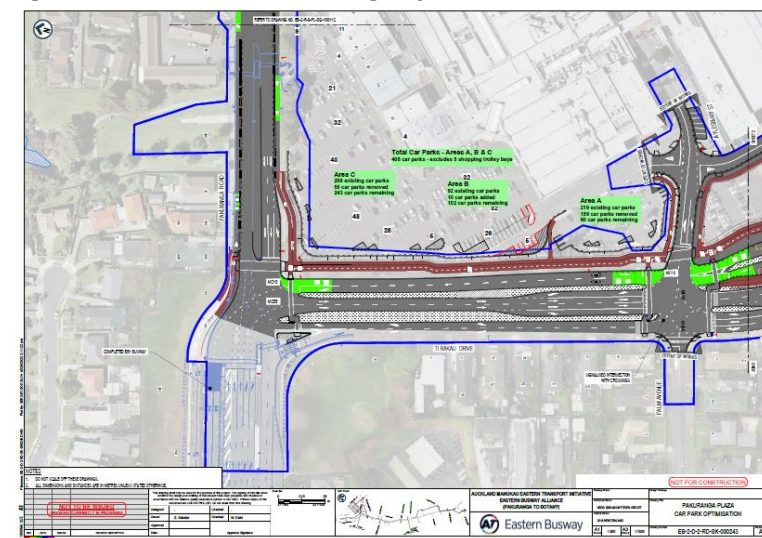


84.

The Requiring Authority must consult with GYP Properties and General Distributors Limited when preparing the revised layout; and must provide both GYP Properties and General Distributors Limited a draft revised layout within 6 (six) months of the designation being confirmed and at least 10 working days prior to submitting it to Auckland Council Community Facilities. The Requiring Authority must adopt the recommendations received from GYP Properties and General Distributors Limited on the revised layout, where practicable. The revised layout, and any comments received, will be provided to Auckland Council Community Facilities for approval to undertake the work. **The Requiring Authority will make all reasonable endeavors to obtain Auckland Council Community Facilities' approval on the revised layout.** The Requiring Authority will implement the revised layout within 6 (six) months of receiving approval from Auckland Council Community Facilities. In the event Auckland Council Community Facilities do not provide their approval to implement within 6 (six) months of the submission of the revised layout to them, this condition is deemed to be met.

Advice Note: The Requiring Authority has obtained approval in principle from Auckland Council Community Facilities on the draft revised layout shown on Figure Three below.

Figure Three – Revised Parking Layout



Change to require the Requiring Authority to make all reasonable endeavours to obtain ACCF's approval as requested by submitters.

85.

The objective of the revised layout is to minimise the loss of car parks at Pakuranga Plaza, while also enabling appropriate **safe and efficient** vehicle manoeuvring. At a minimum, the revised layout must:

Change to this condition as requested by submitters to ensure the revised

	<p>a) Maximise the number of car parks that can reasonably and practicably be provided;</p> <p>b) Provide for a car park design that enables reasonable safe and efficient access into, out of, and within Pakuranga Plaza;</p> <p>c) Provide for appropriate safe and efficient vehicle access to Countdown Pakuranga’s loading zone; and</p> <p>d) Comply with Standards E27.6.3 of the AUP(OP) with respect to minimum parking space dimensions and vehicle manoeuvring for any new parking spaces.</p> <p>Advice Note: <i>It may be possible to provide for up to 405 spaces within the Auckland Council land utility reserves shown in Figure 2 (the land within the red boundary lines), and additional carparks in the location of the demolished Council toilet block structure off Pennell Place. The final number of parking spaces will be subject to further design and approval by the asset owner (Auckland Council).</i></p>	<p>layout provides for safe and efficient maneuvering (rather than “appropriate” or “reasonable” as previously worded) on completion of EB2 and advice note updated due to additional carpark locations being identified and approved by Council in the location of the demolished toilet block structure within Auckland Council land.</p>
86.	<p>The Requiring Authority must construct a full movement signalised intersection at the Pakuranga Road / Brampton Court intersection as part of the Eastern Busway Project (Package EB2).</p>	<p>Condition 86 was not included in the draft condition set as notified and was inserted by the Commissioners as part of their recommendations.</p> <p>Changes to this condition to:</p> <ul style="list-style-type: none"> - Provide greater clarity as to what the Requiring Authority is required to construct (a full movement signalised intersection)
87.	<p>Prior to the construction of the westbound cycle lane on Pakuranga Road, the Requiring Authority shall provide to Auckland Council further detail of treatments for the cycle lane running across the Pakuranga Road/Brampton Road intersection for comment by Auckland Council.</p>	<p>No change</p>
88.	<p>The Aylesbury Road / Cortina Place Extension intersection must have clear zone road pavement markings and associated signage that clearly identifies the intersection as a “keep clear” zone, that comply with Manual of Traffic Signs and Markings Standards.</p>	<p>Changes to this condition as requested by submitters to provide more clarity that the pavement road markings to be clear zones.</p>

Appendix C: List of names and addresses for service

Auckland Transport

Address for service:

c/ Bill Loutit

Simpson Grierson

Private Bag 92518

Auckland 1141

Bill.loutit@simpsongrierson.com

Submitter / territorial authority	Address for service
P Rangī and M Reid Rangī	Email: porterhousegrillnz@gmail.com MPKD Group Limited T/a Porterhouse Grill 10 Aylesbury Street Pakuranga Plaza Pakuranga 2010 For: P Rangī and M Reid Rangī
Brownsons Jewellers	Email: brownsonsjewellers@gmail.com Brownsons Jewellers For: Ritesh Raniga
JTY Tech / Novo Tech / Mango Tech	Email: novotech.fabian1@gmail.com Shop 429 10 Aylesbury Street Pakuranga Plaza Pakuranga 2010
Kāinga Ora – Homes and Communities	Email: developmentplanning@kaingaora.govt.nz PO Box 74598 Greenlane Auckland 1546 For: Jennifer Chivers Email: michael@campbellbrown.co.nz Campbell Brown Planning Ltd PO Box 147001 Ponsonby Auckland 1144 For: Michael Campbell

Submitter / territorial authority	Address for service
The Warehouse Group	Email: bartlett@shortlandchambers.co.nz PO Box 4338, Auckland 1140 Level 13, Shortland Chambers 70 Shortland Street, Auckland 1010 For: Russell Bartlett KC
F45 Pakuranga	Email: pakuranga@f45training.co.nz F45 Pakuranga Pakuranga Plaza 10 Aylesbury St Pakuranga 2010 For: Gibb & Milner Holdings Ltd
Member of Parliament for Pakuranga	Email: PakurangaMP@parliament.govt.nz Member of Parliament for Pakuranga PO Box 51258 Pakuranga Auckland 2140 For: Simeon Brown
Ngā Tamariki Puāwai o Tāmaki Auckland Kindergarten Association	Email: pauline.winter@aka.org.nz Auckland Kindergarten Association Level 5, 80 Greys Avenue Auckland 1010 For: Pauline A Winter
Ministry of Education – Te Tāhuhu o te Mātauranga	Email: sianstirling@beca.com C/- Beca Ltd PO Box 6345 Wellesley Auckland 1141 For: Sian Stirling
Contemporary Art Foundation / Te Tuhi Contemporary Art Trust	Email: hiraani@tetuhi.art 13 Reeves Road Pakuranga Tāmaki Makaurau Auckland 2010 For: Hiraani Himona
General Distributors Ltd	Email: lauren.rapley@russellmcveagh.com Russell McVeagh Barristers and Solicitors Level 30 Vero Centre 48 Shortland Street

Submitter / territorial authority	Address for service
	PO Box 8/DX CX10085 Auckland 1140 For: Lauren Rapley
Just Trading Ltd T/A Book Barn	Email: rex.hurley@xtra.co.nz Shop 149, 10 Aylesbury Street Pakuranga Plaza Pakuranga 2010 For: R Hurley & K Humberstone
Equal Justice Project	Email: advocacy@equaljusticeproject.co.nz Private Bag 92019 Auckland Mail Centre Auckland 1142 For: Tom Heyward and Hannah Jang
Auckland Council	Email: phil.wilson@aucklandcouncil.govt.nz CEO Auckland Council For: Phil Wilson