

23 September 2024

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Dear David

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

Thank you for your letter dated 12 September 2024 advising of the recommendation of the Auckland Council Independent Hearing Commissioners in relation to the Auckland Transport Notice of Requirement for Eastern Busway EB3C.

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 12 September 2024 and the reasons for the modifications. Only those conditions that Auckland Transport has modified are outlined in the table below.

37.	<p>If the design of the Project (Package EB3C) is modified so that it becomes apparent that trees protected by the provisions of the AUP(OP) identified as being retained in the certified Tree Plans appended to the Arboricultural Effects Assessment in Condition 1 are required to be removed,</p> <p>a)</p> <p><del>b)</del> a suitable replacement planting scheme to mitigate the additional protected tree removal is to be submitted to the Council for certification and implemented in the project corridor (in addition to the proposed planting shown on the certified Tree Plans appended to the Arboricultural Effects Assessment in Condition 1).</p>
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	<p><b>Reason for Change:</b> Changes to Condition 37 to remove the error of subsection b).</p>
xx.	<p><b>Change in boundary classification</b> Prior to any vesting of the busway facility as public road, the Requiring Authority shall ensure that the residential properties immediately north of the busway facility between the two north-south arms of Burswood Crescent remain unaffected (and in particular not be subject to any additional net planning burden than would exist were the busway facility to remain not vested as road) by the change in planning classification that vesting would trigger (i.e., side or rear boundaries would become front boundaries subject to greater planning impositions). The step(s) taken by the Requiring Authority to satisfy this condition shall be provided to the Council in writing no less than 10 working days prior to the application to vest being formally made.</p>
	<p><b>Reason for Changes:</b> The condition is unclear and would create uncertainty and enforcement difficulties.</p> <p>The condition is conflating property/Public Works Act considerations with resource management effects. Any property related effects should be dealt with at the time the busway is legalised and made operative and/or under the Public Works Act not through a condition on the designation.</p> <p>AT has alternative options to vest the cycleway or shared path so that the AUP provisions applying to the adjoining boundaries do not change as a result of the vesting. AT could legally vest the cycleway or shared path dependant on the Urban Design Landscape Plan certification process with Council in a different reserve classification which would not create any changes to the planning classifications of the residential boundaries which adjoin the boundary of the project, between Burswood Road (west) and Burswood Road (east).</p>

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 Development Programmes & Property**

## **Appendix A – EB3C Conditions (Clean)**

## Designation XXXX – Eastern Busway 3 Commercial (EB3C)

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	EB3C is located in Pakūranga, Burswood and East Tāmaki, from Riverhills Park, through Burswood Drive (west) to Burswood Drive (east), Burswood Esplanade Reserve to Ti Rakau Drive, East Tāmaki.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 5 years from the date on which it is included in the AUP.

### Purpose

Construction, operation and maintenance of the Eastern Busway Stage 3 Commercial (EB3C).

### Conditions

#### **GLOSSARY**

Acronym	Full Term
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
HHMP	Historic Heritage Management Plan
EB3C	Eastern Busway Stage 3 Commercial
ESCP	Erosion and Sediment Control Plan
LEAM Plan (s)	Landscape, Ecology and Arboricultural Management Plan(s)
SSCMP	Site Specific Construction Management Plan (at 2/203 Burswood Drive)
TPMP	Tree Protection and Management Plan
UDLP	Urban Design and Landscape Plan

AANMG	Adjacent Area Noise Mitigation Guidance
GD05	Auckland Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region (GD05), incorporating any amendments
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	The Heritage New Zealand Pouhere Taonga Act 2014

## General Conditions

### General Accordance

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 detailed in Tables 1 and 2.

Where there may be an inconsistency between the documents listed in Condition 1 above and the requirements of the following conditions, the following conditions prevail.

Table 1: Application Documents

Document Title	Author	Revision	Date
EB3C and EB4L Assessment of Effects on Environment (AEE) and appended technical effects assessment Document Number EB-RP-3C4L-000001	Eastern Busway Alliance	A	28/8/2023

Table 2: Drawings

Drawing Title	Author	Revision	Date
Land Requirement Plan			
EB3C Land Requirement Plan and Proposed Designation Boundary Drawing Number (EB-2-R-4-PL-DG-000601, EB-2-R-4-PL-DG-000602, EB-2-R-4-PL-DG-000611, EB-2-R-4-PL-DG-000612, EB-2-R-4-PL-DG-000613, EB-2-R-4-PL-DG-000614, EB-2-R-4-PL-DG-000615, EB-2-R-4-PL-DG-000616)	Eastern Busway Alliance	A	16/08/2023

Combined Plans			
EB3C Consent Plans (Drawing Number EB-2-R-4-PL-DG-000101, EB-2-R-4-PL-DG-000102, EB-2-R-4-PL-DG-000111, EB-2-R-4-PL-DG-000112, EB-2-R-4-PL-DG-000113, EB-2-R-4-PL-DG-000114, EB-2-R-4-PL-DG-000115, EB-2-R-4-PL-DG-000116)	Eastern Busway Alliance	B	31/10/2023
EB3C Option B-Current Bridge Arrangement with Embankments at 70 Degree (Drawing Number EB-2-D-4-PL-SK- 000002)  <b>Advice Note:</b> <i>The (reduced) area of reclamation in this plan supersedes that shown in EB-2-4-PL-DG-000102 above.</i>	Eastern Busway Alliance	B	29/05/2024
EB3C Longitudinal Section (Drawing Number EB-2-R-4-PL-DG-000201, EB-2-R-4-PL-DG-000202, EB-2-R-4-PL-DG-000203, EB-2-R-4-PL-DG-000204, EB-2-R-4-PL-DG-000205)	Eastern Busway Alliance	A	25/08/2023
EB3C Typical Cross Sections (Drawing Number EB-2-R-4-PL-DG-000301, EB-2-R-4-PL-DG-000302)	Eastern Busway Alliance	A	25/08/2023
EB3C Structures (Drawing Number EB-2-R-4-PL-DG-000901, EB-2-R-4-PL-DG-000902, EB-2-R-4-PL-DG-000903, EB-2-R-4-PL-DG-000911, EB-2-R-4-PL-DG-000912, EB-2-R-4-PL-DG-000913)	Eastern Busway Alliance	A	25/08/2023
Landscape, Ecological and Arboricultural Plans			
EB3C-EB4L Landscape Ecological and Arboricultural Mitigation Planting Schedule (Drawing Number EB-2-R-3-PL-DG-101002)	Eastern Busway Alliance	3	06/5/2024
Landscape, Ecological and Arboricultural Mitigation Plans (Drawing Number EB-2-R-3-PL-DG-101101, EB-2-R-3-PL-DG-101104, EB-2-R-3-PL-DG-101105, EB-2-R-3-PL-DG-101106, EB-2-R-3-PL-DG-101107)	Eastern Busway Alliance	2	19/4/2024
Landscape, Ecological and Arboricultural Mitigation Plans (EB-2-R-3-PL-DG-101102, EB-2-R-3-PL-DG-101103)	Eastern Busway Alliance	3	06/5/2024
Erosion and Sediment Control Drawings			

EB3C Concept Erosion and Sediment Control Drawing Number (ESCP – EB3C-1, ESCP – EB3C-2, ESCP – EB3C-3, ESCP – EB3C-4, ESCP – EB3C-5, ESCP – EB3C-6, ESCP – EB3C-7)	Eastern Busway Alliance	B	20.12.2023
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### **Monitoring**

2. The Landscape, Ecological and Arboricultural Mitigation (LEAM) Plans listed in Condition 1 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 this designation. Any amendments are to be agreed by the Council in writing prior to implementation of any changes.

**Advice Note:** *Where amendments to the LEAM Plans are not within scope of the plans listed in Condition 1, the Requiring Authority will be required to make an alteration to the relevant designation conditions.*

### **Site Access**

3. 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.

### **Lapse Date**

4. 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).

### **Uplift of Designation**

5. As soon as practicable, and no later than 12 (twelve) months from the date the Eastern Busway Project (Package EB3C) becomes operational, the Requiring Authority must:
  - 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.

**Advice Note:** *The uplifting of the designation may occur in stages, depending on construction staging and commissioning of new infrastructure assets. Management Plan Certification*

6. The following general provisions relate to all Management Plans:
  - a) Management Plans must be submitted to the Council for certification or written approval (as determined by the relevant conditions) as follows:

- i. At least forty (40) working days prior to the start of works, the Requiring Authority 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. During the preparation of the draft Management Plans listed in Table 3 below the Requiring Authority must provide to Argosy Property No 1 Limited, Bunnings Limited, Z Energy Limited ("Z Energy") and PSPIB/CPPIB Waiheke Inc ("Waiheke Inc") copies of those listed plans for comment;
  - iii. Unless impracticable, the Requiring Authority must adopt recommendations received from Argosy Property No 1 Limited, Bunnings Limited, Z Energy, and Waiheke Inc;
  - iv. The following information must be provided with the Draft Management Plans listed in Table 3 at their lodgement:
    - The submitted records of the consultation undertaken with Argosy Property No 1 Limited, Bunnings Limited, Z Energy and Waiheke Inc;
    - A summary of changes sought by Argosy Property No 1 Limited, Bunnings Limited, Z Energy and Waiheke Inc. 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.
  - v. 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 Requiring Authority 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 the implementation of any changes. Re- certification is not required in accordance with Condition 6 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 the 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;

- 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;
- e) All works must be carried out in accordance with the certified 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.

**Table 3: Management Plans Subject to Consultation under condition 6**

Argosy Property No 1 Limited	Bunnings Limited	Z Energy Limited	Waiheke Inc
<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan;</li> <li>• Communication and Consultation Plan;</li> <li>• Construction Noise and Vibration Management Plan; and</li> <li>• Construction Environmental Management Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan;</li> <li>• Communication and Consultation Plan;</li> <li>• Construction Noise and Vibration Management Plan; and</li> <li>• Construction Environmental Management Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan;</li> <li>• Communication and Consultation Plan;</li> <li>• Construction Environmental Management Plan;</li> <li>• Tree Protection Management Plan;</li> <li>• Construction Noise and Vibration Management Plan; and</li> <li>• Urban Design Landscape Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction Traffic Management Plan;</li> <li>• Communication and Consultation Plan;</li> <li>• Construction Environmental Management Plan;</li> <li>• Tree Protection Management Plan; and</li> <li>• Construction Noise and Vibration Management Plan; and</li> <li>• Urban Design Landscape Plan.</li> </ul>

**Advice Note:** Condition 6 applies to all Management Plans

### **Site Specific Construction Management Plan – 2/203 Burswood Drive**

- 6A. During the preparation of the Site Specific Construction Management Plan (SSCMP), the Requiring Authority:
- a) Must undertake consultation with the owner/s of 2/203 Burswood Drive on the content and controls detailed in the SSCMP; and
  - b) Where practicable must adopt recommendations received from the owner/s of 2/203 Burswood Drive.
- 6B. The Requiring Authority must lodge the SSCMP for certification with Auckland Council at least 10 (ten) working days prior to construction commencing for EB3C. The following information must be provided with the SSCMP at its lodgement:
- a) The submitted SSCMP records of the consultation undertaken with 2/203 Burswood Drive; and
  - b) A summary of changes to the SSCMP sought by the owner/s of 2/203 Burswood Drive. 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.
- 6C. The SSCMP shall include, but not be limited to, the following:
- a) Details as to how the Requiring Authority will manage the staging of all work within the vicinity of 2/203 Burswood Drive;
  - b) The means by which construction related dust will be controlled to mitigate any adverse effects on 2/203 Burswood Drive;
  - c) The means by which noise generated by construction activities in the vicinity 2/203 Burswood Drive will be controlled to mitigate any adverse effects on the owner/s and occupiers of the property;
  - d) The means by which appropriate driveway access to 2/203 Burswood Drive will be maintained; and
  - e) Provision for additional measures, such as construction staging, to minimise disruption on the owner/s and occupiers of 2/203 Burswood Drive.
- 6D. 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.

**Advice Note:** Conflicts may include the SSCMP requiring more restrictions or information requirements than those that apply to the Project's other management plans.

## ***Mana Whenua Engagement***

7. 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 EB3C).
8. The framework must include:
  - a) The methods for identifying and engaging with mana whenua;
  - b) The process for involvement of mana whenua in reviewing and the implementation of management plans as they relate to:
    - i. Recognising and providing for the cultural values and interests of mana whenua;
    - ii. Implementing and applying tikanga;
    - iii. Managing and monitoring sediment quality;
    - iv. Incorporating te aranga design principles in open space mitigation works; and
    - v. Promoting ecology and biodiversity, including the use of native vegetation.
  - c) As a minimum the matters identified in (b) above must be addressed in the preparation of the following management plans:
    - i. Construction Environmental Management Plan;
    - ii. Urban Design and Landscape Plan;
    - iii. Historic Heritage Management Plan; and
    - iv. Habitat Restoration Plan.
9. The Requiring Authority must carry out the construction of the Project (Package EB3C) in accordance with the Mana Whenua Engagement framework submitted under Condition 7.

## ***Stakeholder Communication and Engagement***

10. The Requiring Authority must submit a final Communication and Consultation Plan (CCP) for certification in accordance with Condition 6. The objectives of the CCP are 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 EB3C), as well as to manage the development response by the Requiring Authority to address the Project's adverse construction effects.
11. The CCP must set out how the Requiring Authority will for the Eastern Busway Project (Package EB3C):
  - a) Inform the community stakeholders and businesses of construction progress and future construction activities;

- b) Provide information on key project milestones;
- c) Identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be proactively engaged with prior to and throughout the Construction Works;
- d) Develop, maintain and build relationships with the wider public and diverse stakeholders (including directly affected and adjacent landowners including business, community organisations, householders and their tenants);
- e) Identify the measures that will provide for input into open space mitigation works;
- f) Provide a process for responding to queries and complaints including, but not limited to:
  - i. Who is responsible for responding;
  - ii. How responses will be provided;
  - iii. The timeframes for responses to be provided; and
  - iv. How complaints will be reviewed and monitored to ensure mitigation is effective.

The CCP must include:

- g) 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;
- h) Contact details of the person responsible for communication and consultation for the Eastern Busway Project, including their phone, email, project website and postal address. These details shall be on the Project website, and prominently displayed at the main entrance(s) to the site(s);
- i) The procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
- j) A complaints register which shall record the date, time and nature of the complaint; and the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);
- k) A list of the stakeholders affected to be communicated with and methods for identifying, communicating and engaging with people affected by the construction works for the project, including but not limited to:
  - i. All residential owners and occupiers affected by construction works for the Project;
  - ii. All business property owners and occupiers affected by construction works for the Project;

- iii. All social services/facilities including community, medical and education facilities affected by the construction works for the project, including methods to assist these facilities to consult with their customers/stakeholders/students;
  - iv. Key stakeholders (including the Council's Parks Department, Chinatown and submitters); and
  - v. Network utility operators;
- l) Methods for communicating with and notifying directly affected parties in advance of:
  - i. Proposed construction activities outside normal working hours (including night works);
  - ii. Temporary traffic management measures for vehicles, cyclists and pedestrians during construction;
  - iii. Permanent changes to road networks and layouts;
  - iv. Use of languages other than New Zealand English to enable communication with all communities; and
  - v. A record of the consultation undertaken with the community including specific access requirements for businesses and residents;
- m) Details of specific communications proposed for updating stakeholders including affected parties on construction timeframes key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in k) iv. above;
- n) A list of the stakeholders affected to be communicated with;
- o) Methods for consulting with the local community in regard to open space mitigation works at Burswood Reserve and Burswood Esplanade Reserve;
- p) Linkages and cross references to the Eastern Busway Project's management plans where relevant;
- q) A Development Response Addendum. The purpose of the development response addendum is to provide a framework and suite of strategies and measures in consultation with local business and community stakeholders that assist those directly affected by the Project (including directly affected and adjacent owners (e.g. businesses, community organisations, households, and their tenants) to manage the impacts of construction and to maximise the opportunities the Project presents. The addendum must be reviewed, and if necessary updated, prior to the commencement of each stage of works and must include:
  - i. A list of those likely to be affected by the Project;
  - ii. Measures to maximise existing 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;

- iii. The measures to mitigate potential severance and loss of business visibility issues by wayfinding and supporting signage for pedestrian detours required during construction;
  - iv. Recommended measures to mitigate impacts on those identified as affected by the Project associated with construction effects such as the potential reduction in accessibility and severance loss of amenity, mental and physical health effects and relocation. Such mitigation measures may include business support, business relocation, temporary placemaking and place activation measures and temporary wayfinding and signage, and mental health support and advice;
  - v. The measures to promote a safe environment during construction;
  - vi. How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through the Eastern Busway Project's management plans; and
  - vii. Identification of opportunities to coordinate the forward work programmes, where appropriate with infrastructure providers, development agencies, Council and Local Board planning;
  - viii. Measures to achieve positive social outcomes, which may include supply chain opportunities, education, training and employment opportunities including partnerships with local business associations and community organisations, and by working with local organisations repurposing and recycling of demolition materials;
  - ix. Identification of any other development response measures designed to support those businesses, residents and community services/facilities during construction;
  - x. A record of the activities and assistance provided as a result of the measures listed in (ii)-(ix).
- r) Details of engagement with the community to identify opportunities to minimise construction impacts;
- s) Details of the monitoring of the implementation of the CCP including, but not limited to:
  - i. Community feedback on the management of construction related impacts and the Requiring Authority's response to that feedback;
  - ii. Any feedback and complaints received on matters other than addressed by s)(i);
  - iii. Any outcomes or actions undertaken in response to feedback and complaints; and
  - iv. Any development response outcomes.
- t) Details of engagement with body corporate of 28 Torrens Road on the design treatment for pedestrian access to the Pōhatu Station, including design responses to any feedback received.

The CCP must be reviewed at least annually and updated with reference to the outcomes of the monitoring listed in s) above.

### ***Project Information***

- 11A. A project website, or equivalent virtual information source, shall be provided and updated regularly, using relevant media sources and languages to communicate the project to the local community, on an ongoing basis throughout the project until completion. The project website shall include these designation conditions and shall provide information on:
  - a) The status of the Project, including ongoing engagement and activities in relation to implementation of the management plans;
  - b) Anticipated construction timeframes;
  - c) Contact details for enquiries;
  - d) The implications of the designation for landowners, occupiers, and business owners and operators within the designation, and where they can receive additional support; and
  - e) A subscription service to enable receipt of project updates by email.
- 11B. No less than one month-prior to the commencement of construction of any new stage, the project website shall be updated to provide information on the likely date for Start of Construction, and any staging of works.
- 11C. The project website shall be updated to provide a copy of all the CCP(s) and Management Plans outlined in the Conditions as they are developed to a new stage.

### ***Construction Environmental Management Plan***

- 12. The Requiring Authority must submit a Construction Environmental Management Plan (CEMP) for certification in accordance with Condition 6. 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 EB3C).
- 13. The CEMP must include details of:
  - 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;
- e) Environmental incident and emergency management procedures (including spills, heavy rain and storm events);
- f) Environmental complaint management procedures;
- g) Specific details of demolition and site clearance works to be undertaken;
- h) The location of construction compounds and measures adopted to keep them secure and not increase flood hazards by ensuring consideration is given to locations of floodplains and overland flow paths;
- i) Methods to provide for the safety of the general public;
- 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;
- k) Site reinstatement measures upon completion of the activities including the removal of any temporary structures used during the construction period;
- l) Construction hoardings, including their location, materials and the inclusion of any interpretive panels; and
- m) Training requirements and inductions for all construction workers on expectations associated with ensuring that the surrounding community (landowners, occupiers, businesses, and social organisations) feel safe and respected. The training shall be undertaken prior to the commencement of construction.

**Advice Note:** *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 EB3C).*

### **Construction Traffic Management**

- 14. Prior to the commencement of any construction activity the Requiring Authority must prepare and submit a Construction Traffic Management Plan (CTMP) to Council for certification in accordance with Condition 6.
- 15. 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 EB3C) on transport, parking and property access, so far as it is reasonably practicable.

To achieve this objective, the CTMP must include:

- a) Methods to manage the effects of temporary traffic management activities on traffic;
- b) Measures to ensure the safety of all transport users;



- c) The estimated numbers, frequencies, routes and timing of construction traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near educational facilities and childcare facilities or to manage traffic congestion;
- d) Details of public transport route detours, temporary relocation of bus stops, temporary replacement bus stops and consultation with nearby educational facilities and Ministry of Education;
- e) Details on temporary facilities for pedestrians to ensure connectivity if the existing facilities cannot be safely and reasonably maintained;
- f) Details of wayfinding signage for motor vehicle users, public transport users, cyclists and pedestrians;
- g) Site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
- h) Identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists on existing roads;
- i) Methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;
- j) Methods to provide for access to commercial sites, including access to those sites' loading/unloading areas;
- k) The management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads outside active construction areas;
- l) Methods that will be undertaken to communicate traffic management measures to affected road users (e.g., residents/public/stakeholders/emergency services) as required by the CCP in Condition 11;
- m) Records of CTMP-related consultation with residents/public /stakeholders /emergency services, including any changes to the CTMP undertaken in response to that consultation and as detailed in the CCP in Condition 11;
- n) Auditing, monitoring and reporting requirements relating to traffic management activities must be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management or any subsequent version;
- o) Details of minimum network performance parameters during the construction phase, including any measures to monitor compliance with the performance parameters;
- p) Details of any Travel Demand Management (TDM) measures proposed to be implemented in the event of thresholds identified in Condition 15 o) being exceeded;
- q) Measures to avoid Project staff parking on residential streets and residential sites, including monitoring of on-street parking use and communications to Project staff educating them on parking management measures;

- r) Methods to avoid construction-related traffic associated with the Project using the Elderberry Road connection between the two limbs of Burswood Drive;
  - s) Methods to maintain safe and efficient vehicle access at all times at the Z Energy Service Station at 284 Ti Rakau Drive;
  - t) Methods to ensure the safety and efficiency of access to and from Burswood Drive (west) for the Chinatown site (262 Ti Rakau Drive);
  - u) Methods to identify and develop traffic controls or other mechanisms will be communicated with the owners and tenants of Chinatown including appropriate feedback and communication with the owners and tenants of Chinatown.
16. Prior to construction, the Requiring Authority must undertake engagement with Edgewater College, Farm Cove Intermediate, St Marks School and Wakaaranga School to confirm a temporary bus route(s) and bus stops for Bus Services S013 and S421. The outcome of this engagement and any changes must be recorded in the final Construction Traffic Management Plan which must be submitted to Auckland Council for review before construction commences.
- 16A. Prior to construction, the Requiring Authority must provide for certification by Auckland Council, a design of the Ti Rakau Drive / Burswood Drive (east) intersection and Ti Rakau Drive/Greenmount Drive Intersection that provides at a minimum, a level of service E in the morning commuter peak hour, evening commuter peak hour and Saturday noon peak hour.
- 16B. The Requiring Authority must maintain the existing length of the right turn turning bays on Ti Rakau Drive between Greenmount Drive and Burswood Drive (east).
- 16C. The Requiring Authority must implement method(s) to ensure access to and from the Burswood Drive customer carpark entrance/exit to 320 Ti Rakau Drive is not impeded by queueing of traffic on Burswood Drive. This may involve implementing measures such as keep clear marking(s) that comply with Manual of Traffic Signs and Marking Standards on Burswood Drive across the customer carpark entrance/exit, a queue sensor linked to the signals at the Ti Rakau Drive and Burswood Drive intersection or other traffic devices or traffic management interventions as appropriate.
17. The Requiring Authority must restrict the movement of heavy construction vehicles in the immediate areas surrounding the local schools detailed in the Table 4 below during pickup and drop-off hours.

**Table 4: Schools Subject to heavy construction vehicles Restrictions under condition 17**

School Name	Address	Associated no travel route	Times heavy vehicles must avoid the schools
Pakuranga Intermediate	43/49 Reeves Road, Pakuranga, Auckland 2010	Reeves Road spanning from Williams Roberts Road to Gossamer Drive	8.10am-9.00am

			2.55pm-3.30pm
Pakuranga Heights School	77 Udys Road, Pakuranga, Auckland 2010	Udys Road spanning from Marriott Road to Reeves Road	8.25am-9.00am  2.55pm-3.30pm
Saint Kentigern College	130 Pakuranga Road, Pakuranga, Auckland 2010	Non-signalised access off main arterial considered low risk	NA
Edgewater College	32 Edgewater Drive, Pakuranga, Auckland 2010	Edgewater Drive spanning from Snell Place to Raewyn Place.	8.25am-9.00am  2.55pm-3.30pm
Anchorage School	16 Swan Crescent, Pakuranga, Auckland 2010	Tiraumea Drive and side streets south-west of Jan Place.	8.25am-9.00am  2.55pm-3.30pm
Elm Park School	46 Gossamer Drive, Pakuranga Heights, Auckland 2010	Gossamer Drive spanning from Beechdale Crescent to Pakuranga Road	8.25am-9.00am  2.55pm-3.30pm
Riverhills School	13 Waikaremoana Place, Pakuranga Heights, Auckland 2010	Gossamer Drive spanning from Riverhills Avenue to Reeves Road	8.25am-9.00am  2.55pm-3.30pm
Botany Downs Secondary College	575 Chapel Road, East Tāmaki, Auckland 2016	Chapel Road spanning from Ti Rakau Drive to Carlingford Drive	8.25am-9.00am  2.55pm-3.30pm
Point View School	25 Kilkenny Drive, Dannemora, Auckland 2016	Kilkenny Drive spanning from Chapel Road to Dannemora Drive	8.25am-9.00am  2.55pm-3.30pm

18. The Requiring Authority must ensure that light vehicles associated with the Project (e.g. delivery vehicles and staff private vehicles) are used with care and caution when traversing past schools. This must include briefing construction staff on the safe use of vehicles, the location of local schools and any road hazards at those locations.
19. The Requiring Authority must use best endeavors to implement an efficient revised layout of the Chinatown car park (262 Ti Rakau Drive) to best utilise the area for car parking and vehicle maneuvering during the construction of the Eastern Busway Project (Package EB3C). The objective of the revised layout is to address the temporary loss of car parking at 262 Ti Rakau Drive during the construction of the Eastern Busway Project (Package EB3C).
20. The revised layout;
  - a) In respect of new or relocated parking areas, should maximise compliance with Standards E27.6.3 of the AUP(OP) subject to maintaining total car parking numbers to no less than 290 spaces at 262 Ti Rakau Drive;
  - b) Should include modifications to line markings and signage; and
  - c) Is not required to include any other physical works to the car park, including installation of new pavement or construction of drainage works.
21. The Requiring Authority must:
  - a) Consult with the owners of the Chinatown site (262 Ti Rakau Drive) when preparing the revised layout required by Condition 19 and in particular must provide them with drawing(s) showing the revised layout for their comment at least 40 (forty) working days prior to construction activities commencing at the Chinatown site; and
  - b) Provide the final revised layout to the owners of the Chinatown site for approval to undertake the work at least 10 (ten) working days prior to construction activities for the Eastern Busway Project (Package EB3C) commencing at the site (262 Ti Rakau Drive). That final revised layout must adopt the reasonable recommendations received from the owners of the Chinatown site during the consultation referred to in Condition 21(a), where practicable.
22. The Requiring Authority must implement the final approved revised layout within 30 working days of receiving approval from the owners of the Chinatown site. In the event that the owners of Chinatown do not provide approval to implement the final revised layout within 30 working days of the final revised layout being submitted to them under Condition 21(a), Conditions 19 to 24 are deemed to be met.
23. The Requiring Authority must maintain at least one ingress and egress point at Chinatown (262 Ti Rakau Drive) during the Project's (EB3C Package) construction period. Any temporary closures to these access points must only be for the purpose of construction of the cycleway along Burswood Drive (west) and Ti Rakau Drive. The Requiring Authority must advise the owners of the Chinatown site at least 10 (ten) days prior to any temporary closures to these access points.

24. The Requiring Authority must ensure that at least one access point for each of the following properties is provided during construction of the Project (EB3C Package) to enable related ingress and egress movements, unless otherwise agreed with these parties:

- a) 219 Burswood Drive;
- b) 225 Burswood Drive;
- c) 239 Burswood Drive; and
- d) 245 Burswood Drive.

The Requiring Authority must notify the affected parties listed above of the temporary access arrangements at least 10 (ten) working days prior to related construction activities commencing.

25. The Requiring Authority must maintain all turning movements to the service access/egress at all times at 320 Ti Rakau Drive onto Burswood Drive (east) for the duration of EB3C's construction.

The Requiring Authority must notify the affected parties at least 10 (ten) working days prior to related construction activities commencing.

- 25A. Prior to the operation of the busway, provision must be made for vehicles (including heavy vehicles) to complete all movements into and out of the Burswood Drive service access at 320 Ti Rakau Drive through the provision of a signalised intersection including the service access, Burswood Drive and busway approaches.

All movements into and out of the Burswood Drive service access must be maintained at all times.

26. The Requiring Authority must use best endeavors to implement an efficient revised layout of the Howick and Eastern Limited Bus Depot (380 Ti Rakau Drive) to best utilise the area for car parking and vehicle maneuvering during the construction of the Eastern Busway Project (Package EB3C). The objective of the revised layout is to address the temporary loss of car parking at 380 Ti Rakau Drive during the construction of the Eastern Busway Project (Package EB3C).

27. The revised layout:

- a) Must provide parking spaces and aisle widths with dimensions that are generally consistent with the dimensions of the parking spaces and aisle widths at the existing carpark at 380 Ti Rakau Drive and where possible maximise compliance with Standards E27.6.3 of the AUP(OP);
- b) Should include modifications to line markings and signage; and
- c) Is not required to include any other physical works to the car park, including installation of new pavement or construction of drainage works.

28. The Requiring Authority must:
- a) Consult with the owners and occupiers of the Howick and Eastern Limited Bus Depot (380 Ti Rakau Drive) when preparing the revised layout required by Condition 26 and in particular must provide them with drawing(s) showing the revised layout for their comment at least 40 (forty) working days prior to construction activities commencing at 380 Ti Rakau Drive; and
  - b) Provide the final revised layout to the owners and occupiers of 380 Ti Rakau Drive for approval to undertake the work at least 10 (ten) working days prior to construction activities for the Eastern Busway Project (Package EB3C) commencing at the site (380 Ti Rakau Drive). That final revised layout must adopt the reasonable recommendations received from the owners and occupiers of the Howick and Eastern Limited Bus Depot during the consultation referred to in Condition 28(a), where practicable.
29. The Requiring Authority must implement the final approved revised layout within 30 working days of receiving approval from the owners and occupiers of the Howick and Eastern Limited Bus Depot site (380 Ti Rakau Drive). In the event that the owners and occupiers of the Howick and Eastern Limited Bus Depot do not provide approval to implement the final revised layout within 30 working days of the final revised layout being submitted to them under Condition 28(a), Conditions 26 to 29 are deemed to be met.
30. The Requiring Authority must maintain property access from Huntington Drive to the following affected properties during construction of the Eastern Busway Project (EB3C Package):
- a) 347 Ti Rakau Drive;
  - b) 371 Ti Rakau Drive;
  - c) 2 Amara Place; and
  - d) 12 Amara Place.

The Requiring Authority must notify the affected parties listed above of the temporary access arrangements at least 10 (ten) working days prior to related construction activities commencing.

### ***Draft Urban Design and Landscape Plan***

31. The Requiring Authority shall provide a draft Urban Design and Landscape Plan (UDLP) for the Eastern Busway Project (EB3C Package) to Council for review and comment within 20 working days of the confirmation of the designation.

The objective of the UDLP is to address and mitigate any urban design, landscape and visual effects of the Eastern Busway Project (EB3C Package).

The draft UDLP for the Eastern Busway Project (EB3C Package) must include:

- a) Urban design and landscape reference design plans for the Eastern Busway Project (EB3C Package);
- b) The rationale to explain the Project's design principles;

- c) Details of any property agreements or noise mitigation measures in respect to boundary fencing;
- d) A review of the design of the cycleway (including whether it should include a shared pathway) in the Burswood Section between Burswood Drive East and Burswood Drive West by a suitably qualified and experienced person appointed by the Requiring Authority;
- e) Details of how the interface and edge treatment with adjoining properties has been treated;
- f) Measures to provide appropriate heritage research and interpretation associated with McCallum's Wharf and Quarry R11\_1263 under the AUP(OP) reference (ID 02114) which may include the use of digital tools, suitable display / interpretation materials at bus station(s) and physically marking the extent of the heritage site, such as on busway barriers;
- g) A CPTED Assessment; and
- h) Details of engagement with the Council urban design team and the heritage team. The draft UDLP must include commentary from the Requiring Authority in regard to any changes sought by the Council and whether the Requiring Authority has or has not adopted these changes and the reason(s) for adoption/non-adoption of the changes. Where the recommendations are not adopted, the Requiring Authority shall invite the feedback from the Council prior to submitting the Final UDLP to Council for certification.

Where practicable, the Requiring Authority must adopt the recommendations received from Council that are received within 20 working days of Council receipt of the draft UDLP and these will be incorporated into the final UDLP submitted to Council for certification prior to commencement of construction in accordance with Condition 31A.

### ***Final Urban Design and Landscape Plan***

- 31A. At least thirty (30) working days prior to the Commencement of Construction, the Requiring Authority shall submit a Final Urban Design and Landscape Plan (UDLP) to Council for certification in accordance with Condition 6 above.

In addition to those matters outlined in Condition 31 above, the final UDLP for the Eastern Busway Project (EB3C Package) must include:

- a) Urban design details for the following works:
  - i. Bridge A-Ti Rākau;
  - ii. Bridge B-Taupaepae
  - iii. Pōhatu Station;
  - iv. The interface with adjoining properties; and
  - v. New walking and cycling facilities and connections.

- b) Landscape design details for works at:
  - i. Burswood Esplanade Reserve;
  - ii. Bard Place Reserve; and
  - iii. Burswood Reserve.
- c) Measures to provide appropriate heritage research and interpretation associated with McCallum's Wharf and Quarry R11\_1263 under the AUP (OP) reference (ID 02114) which may include the use of digital tools, suitable display / interpretation materials at bus station(s) and physically marking the extent of the heritage site, such as on busway barriers;
- d) Drawings that show the full extent of the designation;
- e) A maintenance plan and establishment requirements over a (3) three-year period for landscaping and (5) five years for specimen trees following planting;
- f) Removal/treat exotic pest vegetation species and replacement with native species (including repeating annually for (3) three years post construction);
- g) Lighting, fencing, signage and street furniture design and location details for Eastern Busway Project (Package EB3C);
- h) 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 Eastern Busway Project (Package EB3C);
- i) Design features and methods for cultural expression;
- j) A Crime Prevention Through Environmental Design Assessment prepared by a Suitably Qualified and Experienced Practitioner including but not limited to the Pōhatu Station and the new walking and cycling networks;
- k) Design features associated with the management of stormwater, including both hard and soft landscaping;
- l) Detailed streetscape landscaping plan(s) for all swales, street trees and street gardens that have been submitted for certification or certified by the Parks Planning Team Leader. In particular, the plans must have the following information to obtain the Parks Planning Team Leader certification:
  - 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, the overall material palette, location of streetlights and other service access points;



- iii. Ensure that selected species can maintain appropriate separation distances from paths, roads, streetlights and vehicle crossings in accordance with the Auckland Transport Code of Practice; and
- iv. Include planting methodology.
- m) Details of how the interface and edge treatment with adjoining properties has been treated;
- n) Measures to minimise/simplify future maintenance requirements in relation to the noise wall adjacent to Dulwich Place and Heathridge Place; and
- o) Details of the staging of mitigation measures, including implementing mitigation in advance of construction where that is feasible.

**Advice Note:** *In the event that the UDLP requires updating, the recertification process detailed in condition 6 will apply. Where relevant, the UDLP should be consistent with the Auckland Transport Design Manual.*

- 32. The UDLP must use the LEAM Plans detailed in Condition 1 and the Habitat Restoration Plan and be consistent with the landscaping, tree replacement and urban design interventions required by Condition 31.
- 33. At least 1 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 is to 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.
- 34. The UDLP planting requirements must be implemented during the first planting season following the Eastern Busway Project (Package EB3C) 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.

## **Lighting**

- 34A. At least twenty (20) working days prior to the Commencement of Construction, the Requiring Authority must submit a Lighting Plan and certification/ specifications prepared by a suitably qualified Lighting Engineer to Council for certification. Lighting is required to address pedestrian and cycle access which will be used during the hours of darkness. Lighting for pedestrian and vehicle areas must be calculated in accordance with the methods described in the AS/NZS1158 series of standards and certified in a statement by a suitably qualified Lighting Engineer. The lighting design must demonstrate compliance with the following:
  - a) Lighting must comply fully with the requirements of AS/NZS1158.3.1.
  - b) Lighting must as a minimum provide the lighting subcategory performance determined in accordance with AS/NZS1158.3.1, but not less than the following minimums lighting subcategories:
    - i. PR2 minimum for pedestrian access adjacent to vehicle access.

- ii. PP3 minimum for pedestrian only access paths.
- iii. PA3 minimum for connecting elements, steps, stairways and ramps.
- c) Plans must include proposed locations, lux levels and types of lighting (i.e., manufacturer's specifications once a lighting style has been determined) and any light support structures required to control timing, level of lighting, or to minimise light spill, glare, and loss of nighttime viewing.
- d) Detail compliance of the design as required by AS/NZS1158.3.1.
- e) All light fittings when installed must be in accordance with AS/NZS1158, which allows for 1% light spill above the height of the light source;
- f) All light emitted from light fittings must have a correlated colour temperature of 4000K (Kelvin) or less as required by the AT TDM for street lighting;
- g) Spill light and glare from the lighting must comply with E24.6.1(8) of the AUP(OP);
- h) The lighting is to have automatic daylight controls such that the lights are on during the hours of darkness. Automatic presence detection or sensor lighting is to be avoided and where proposed must be supported by a CPTED assessment to determine if it is appropriate;
- i) Lighting must be supplied from a common supply which cannot be disabled by general public;
- j) Where solar lighting is proposed, such lighting will require clear written confirmation of their quality, performance, design, unshaded PV panel locations and maintenance plan; and
- k) The lighting installation must be maintained in accordance with AS/NZS1158.3.1.

**Advice Notes:**

*As part of the condition monitoring process, Council's monitoring inspectors will liaise with members of the Council's Tāmaki Makaurau Design Ope (Urban Design Unit) to provide confirmation of urban design compliance in relation to lighting plans and specifications under this condition.*

*The purpose of this condition is to ensure that adequate lighting is provided to frequently used areas within the proposed development for the safety of users. Adequate lighting is the amount of lighting at eye level for a person with average eyesight so they can identify any potential threat approaching them from at least a 15-metre distance.*

**Tree Protection and Management Plan**

- 35. Prior to the commencement of any construction activity, the Requiring Authority must submit a Tree Protection and Management Plan (TPMP) for certification in accordance with Condition 6. The objective of the TPMP is to avoid, remedy or mitigate any adverse construction effects of the Eastern Busway Project (Package EB3C) on those trees to be retained.

36. To achieve its objective, the TPMP must include:
- 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 (*Ulmus* sp.) and kauri (*Agathis australis*), 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.

**Advice Note:** *In the event that the TPMP requires updating, the recertification process detailed in Condition 6 will apply.*

37. If the design of the Project (Package EB3C) is modified so that it becomes apparent that trees protected by the provisions of the AUP(OP) identified as being retained in the certified Tree Plans appended to the Arboricultural Effects Assessment in Condition 1 are required to be removed,
- a) a suitable replacement planting scheme to mitigate the additional protected tree removal is to be submitted to the Council for certification and implemented in the project corridor (in addition to the proposed planting shown on the certified Tree Plans appended to the Arboricultural Effects Assessment in Condition 1).

### ***Historic Heritage Management Plan***

38. Prior to the commencement of any construction activity the Requiring Authority must submit a Historic Heritage Management Plan (HHMP) to Council for certification in accordance with Condition 6 above.

- a) The HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua; and
  - b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as reasonably practicable.
39. To achieve the objective, the HHMP shall identify:
- a) The management of construction works within the historic heritage extent of place associated with McCallum's Wharf and Quarry (listed in the Schedule 14.1 "Schedule of Historic Heritage" ID 02114 in the AUP (OP) including measures and methods to;
    - i. Appropriately avoid, remedy, or mitigate adverse construction effects within the historic heritage extent of place;
    - ii. Any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;
  - b) Methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
  - c) Known historic heritage places and potential archaeological sites within the Designation, including identifying any Archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
  - d) Any unrecorded archaeological sites or post-1900 heritage sites within the Designation shall be documented and recorded;
  - e) Roles and responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with the AUP(OP) accidental discovery rule, and monitoring of conditions;
  - f) Specific areas to be investigated, monitored, and recorded to the extent these are directly affected by the Project;
  - g) The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
  - h) Methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so; and
  - i) Methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:

- i. Security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;
- ii. Measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and
- iii. Training requirements and inductions for all contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries, Accidental Discovery Rule (E11.6.1 of the AUP(OP)). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).

**Advice Notes:**

*In the event that the HHMP requires updating, the recertification process detailed in Condition 6 will apply.*

*The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP (OP) or any subsequent version.*

- 40. In the event that any previously unrecorded archaeological or historic heritage sites are identified as a result of the Eastern Busway Project (Package EB3C), 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.
- 41. Electronic copies of all reports relating to historic heritage monitoring or investigations 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 EB3C).

**Noise and Vibration (Construction)**

- 42. Construction noise must be measured and assessed in accordance with New Zealand Standard NZS 6803:1999 'Acoustics - Construction Noise' (NZS6803:1999) and comply with the noise standards set out in Tables 5 and 6 as far as practicable.

Table 5 Construction Noise Criteria – Residential Receivers (Irrespective of Zoning)

Time of week	Time Period	Maximum noise level (dBA) > 20 weeks	
		L <sub>eq</sub>	L <sub>max</sub>
Weekdays	0630 – 0730	55	75
	0730 – 1800	70	85
Time of week	Time Period	Maximum noise level (dBA) > 20 weeks	

		L <sub>eq</sub>	L <sub>max</sub>
	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

Table 6 Construction Noise Criteria - Commercial and Industrial Receivers

Time period	Maximum noise level L <sub>Aeq</sub> dB > 20
07:30 – 18:00	70
18:00 – 07:30	75

43. Where compliance with the noise standards set out in Condition 42 is not practicable, then the methodology in Condition 49 must apply.
44. Construction vibration must be measured in accordance with German Standard DIN 4150-3:1999 “Structural Vibration Part 3: Effects of vibration on structures” and must comply with the vibration standards set out in Table 7 as far as practicable.

Table 7 Construction Vibration Criteria

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	

**Advice Note:** Activities sensitive to noise are defined in Chapter J of the AUP(OP).

45. 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:
  - 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
  - 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.
46. Where compliance with the vibration standards set out in Table 7 above is not practicable, then the methodology in Condition 49 must apply.
47. Prior to the commencement of construction, the Requiring Authority must submit a Construction Noise and Vibration Management Plan (CNVMP) for certification in accordance with Condition 6. The objectives of the CNVMP are to:
  - 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 42 and 44) are not met (following the implementation of the BPO);
  - c) Set out the methods for scheduling works to minimise disruption; and
  - d) Provide records of CNVMP-related consultation with residents /public /stakeholders /emergency services, including any changes to the CNVMP undertaken in response to that consultation and as detailed in the CCP (Condition 10).
48. The CNVMP must be prepared in accordance with Annex E2 of (NZS6803:1999) and must as a minimum, address the following:
  - 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;

- f) Methods and frequency for regular construction noise and vibration monitoring and reporting of all monitoring results and outcomes;
- g) Procedures for communication as set out in the CCP with nearby businesses, residents, and stakeholders, including:
  - i. Notification of proposed construction activities,
  - ii. The period of construction activities; and
  - iii. Effective management of noise and vibration complaints.
- h) Contact details for the person responsible for communication and consultation for the Eastern Busway Project;
- 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;
- j) Identification of areas where compliance with the noise (Condition 42) and/or vibration standards (Condition 44 - Category A or Category B) will not be practicable;
- k) Outline specific details relating to methods for the control of vibration and airblast associated with blasting activities, which must be formulated to, as far as practicable, comply with the criteria set out in the conditions setting out blasting limits.
- l) Procedures for:
  - 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 42 or the vibration criteria of Condition 44; and
  - ii. Assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category B vibration criteria of Condition 44, 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.

**Advice Note:** *In the event that the CNVMP requires updating, the recertification process detailed in Condition 6 will apply.*

49. A Schedule to the CNVMP (Schedule) must be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:



- a) Construction noise is either predicted or measured to exceed the noise standards in Condition 42, except where the exceedance of the  $L_{Aeq}$  criteria is no greater than 5 decibels and does not exceed:
    - 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;
  - b) Construction vibration is either predicted or measured to exceed the Category B standard set out in Condition 44 at the receivers.
50. The objective of the Schedule is to set out the BPO for the minimization 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.

To achieve the objective, the Schedule must include but not be limited to details such as:

- 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 42 and/or Condition 44;
- d) Work at night and/or on Sundays and Public Holidays that will result in noise levels exceeding the Project Standards in Table 5 Construction Noise Criteria-Residential Receivers may only be authorised by a certified Schedule where it can be demonstrated that the work cannot practicably be undertaken during the daytime or on another day of the week (such as for safety, unreasonable traffic congestion or traffic delays). A Schedule may not seek to authorise such works where the works could normally be conducted during the day or on another day.
- e) The proposed site-specific noise and/or vibration mitigation measures that are proposed to be adopted;
- f) The mitigation options that have been selected and the options that have been discounted as being impracticable;
- g) 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;
- h) 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; and
- i) The options that have been selected and the options that have been discounted as being impracticable to mitigate the effects on businesses that are susceptible to significant disruption or damage to equipment or on the occupants of houses that

cannot leave when construction vibration levels cannot comply with the Category B criteria or the limits set out in DIN4150-3 for blasting.

51. 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 must form part of the CNVMP.

### **Rock Blasting**

52. Prior to commencement of production blasts (i.e., blasting that is undertaken as part of the construction process), trial blasts (i.e. preliminary blasts that occur prior to production blasts for the purpose of data acquisition), must be undertaken to determine how adverse effects will be managed and how compliance with Conditions 53, 54 and 55 will be achieved in production blasting. Trial blasts will determine site-specific attenuation characteristics, air overpressure levels and maximum instantaneous charge weight (MIC) thresholds. Outcomes must be documented in a Trial Blasting Report. This Trial Blasting Report must be used for subsequent design of production blasting.
53. Air overpressure from all blast events must not exceed 120 dB  $L_{Zpeak}$  at the facade of any occupied building measured and assessed in accordance with the provisions of the Australian Standard AS 2187.2-2006 Explosives – Storage and use – Use of explosives.
54. Air overpressure from blast events must not exceed 133 dB  $L_{Zpeak}$  at the facade of any unoccupied building measured and assessed in accordance with the provisions of Australian Standard AS 2187.2-2006 Explosives – Storage and use – Use of explosives.
55. Unless a Schedule is approved under Condition 49 which sets out mitigation and management measures for blasting at specific buildings, including alternative blasting vibration standards at those buildings, vibration from all blasting activities must not exceed the limits set out in “German Industrial Standard DIN 4150-3:1999 Structural vibration – Part 3 Effects of vibration on structures” when measured in accordance with that Standard on any structure not on the same site as where blasting is occurring.
56. For the purposes of Conditions 53 and 54, a building is deemed to be occupied if there are persons inside only during the blast event (i.e., if the occupants of a dwelling are not inside the dwelling during the blast event then the dwelling is deemed to be unoccupied).
57. Blasts must be performed at set times during the daytime only, between 9am and 5pm, Monday to Saturday only. The set times for blasting must be set out in the CNVMP as per Condition 48.
58. Vibration and air overpressure level predictions must be performed prior to every blast event. If exceedances of the criteria set out in Condition 55 are predicted, then the blasting methodology must be adjusted prior to the blast to ensure the criteria will be complied with. Blasting must not be carried out where overpressure levels are predicted to be above the Project Standards in Conditions 50 and 51 at any building. Blasting must not be carried out where vibration levels are predicted to be above the project standards in Condition 55 at any building.
59. Prior to construction, a building condition survey must be undertaken of the Chinatown Building (262 Ti Rakau Drive) and any other buildings or structure that has been identified and assessed as potentially affected by vibration damage arising from construction vibration,

and in every case where the daytime Category B vibration criteria outlined in Condition 44 may be exceeded. The identification and assessment requirement must be determined by an independent and suitably 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:

- a) Age of the building;
- b) Construction types;
- c) Foundation types;
- d) General building condition;
- e) Proximity to any excavation;
- f) Whether the building is earthquake prone or where there is pre-existing damage; and
- g) Whether any basements are present in the building.

60. Where a building condition survey is required:

- 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 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 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.

61. During construction:

- 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.

62. Following construction:

- a) Within three months of the commencement of operation of the Eastern Busway Project (Package EB3C), 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.

### ***Chinatown Carpark Condition Survey***

62A. The Requiring Authority must undertake a carpark condition survey, before construction of Taupaepae is commenced and again within 2 months of the completion of Taupaepae construction, of the temporary occupation area and adjacent carpark area within Chinatown (262 Ti Rakau Drive). The purpose of the pre-construction and post-construction carpark condition surveys is to determine whether any damage has occurred as a result of construction activities related to EB3C.

Where the post-construction carpark condition survey confirms that the carpark has deteriorated as a direct result of the 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 carpark as described in the pre-construction carpark condition survey.

***Advice Note:*** *Inspections and repairs to the temporary occupation area carpark shall be limited to those portions of the carpark which have been lawfully established.*

### ***Operational Noise***

63. Noise barriers of 2.4m in height above ground level, as shown on the approved general arrangement drawings designation plans listed in Condition 1, must be installed between the busway and residential receivers to the north of the Burswood Section prior to Eastern Busway Project (Package EB3C) being operational. The noise barrier required by this condition must be maintained so that it retains its designed noise reduction performance.

### ***Operational Traffic Noise-Acoustic Fence for 2/203 Burswood Drive***

- 63A. Prior to the commencement of the operation of EB3C, the Requiring Authority must construct an acoustically effective fence of 2 metres height along the southern boundary of common driveway for 203 and 2/203 Burswood Drive (Lot 203 DP 151290) and 207-213 Burswood Drive (Lot 308 DP 151290) as shown in Figure 1 below. The fence must have a minimum surface mass of  $10 \text{ kg/m}^2$  and no gaps along its length or at the base and shall be erected on and/or within the boundary of the designation. The fence required by this condition must be maintained so that it retains the designed noise reduction performance.

**Figure 1: Acoustic Fence (shown by red line) covered by condition 63A above**



### ***Operational Traffic Noise Acoustic Fence for 25 Burswood Drive***

- 63B. Prior to the commencement of the operation of EB3C, the Requiring Authority must construct an acoustically effective fence of 2 metres height along the northern boundary of 23 Burswood Drive (Lot 2 DP 144283) as shown in Figure 2 below. The fence must have a minimum surface mass of  $10 \text{ kg/m}^2$  and no gaps along its length or at the base and shall be erected on and/or within the boundary of the designation. The fence required by this condition must be maintained so that it retains the designed noise reduction performance.

**Figure 2: Acoustic Fence (shown by red line) covered by condition 63B above**



64. The Requiring Authority must ensure that all roads are paved with Dense-Graded 14mm 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.
65. In the event that the Requiring Authority proposes a different road pavement to that specified in Condition 64 above at any time, the Requiring Authority must provide documentation from a suitably qualified and experienced acoustics specialist to the Council demonstrating that Condition 64 will continue to be complied with.
66. The road surfaces must be maintained so that they retain their noise reduction performance as far as practicable.

***Information for developers on the project website (with contour plan) Guidance Condition***

- 66A. Prior to the Commencement of Construction, the Requiring Authority must prepare Adjacent Area Noise Mitigation Guidance (AANMG) note that shall be available on the EBA Project Website and Auckland Transport's Website for the duration of the construction period for EB3C and for 5 years once EB3C is operational, as prepared by a Suitably Qualified Acoustic Expert (SQAE). The purpose of the AANMG is to provide guidance in relation to acoustic design measures that are encouraged to be implemented for the second, third and higher storeys of future development or redevelopment of Activities Sensitive to Noise (including residential buildings). The AANMG is to apply to the residential area within the within the 50dBA noise contour shown on EB3C Burswood Section Noise Contour Plan, dated 02072024 and is to include:
  - a) An explanation of the reasons for and the purpose of the Guidance;
  - b) The Noise Contour Plan showing the 50dB LAeq(15min) predicted noise contour at 4.5m above ground (second storey) and 7m above ground (third storey);
  - c) Guidance that sets out typical façade design measures that will achieve an internal noise environment not exceeding 35dB LAeq(15min) in Noise Sensitive Spaces on the second storey or higher;

- d) Recommendations to install mechanical cooling and fresh air supply in accordance with E25.6.10 (3) (b), (d), (e) and (f) of the AUP(OP) for the Noise Sensitive Spaces where windows must be closed to achieve the indoor noise levels specified in c);
- e) Procedures and methods to ensure that the AANMG is provided to landowners and prospective property purchasers; and
- f) Advisory note to users of AANMG that it is provided for information purposes, and they should take specific advice of a SQAE before undertaking any action as a result of information obtained in the AANMG.

Activities Sensitive to Noise and Noise Sensitive Spaces are defined in Chapter J of the AUP(OP).

### ***Outdoor Public Information Display Units at Pōhatu Station***

- 67. The noise (rating) level from any Outdoor Public Information Display units installed at Pōhatu Station must not exceed 35 dB LAeq when measured 1m from the façade of any existing dwelling at the time of the EB3C Designation's confirmation within the adjoining residentially zoned sites. The announcement feature of Outdoor Public Information Display units can only be activated on-demand by the public, (i.e. they must not be programmed to make announcements automatically).

### ***Open Space Improvements***

- 68. Prior to construction commencing in Burswood Esplanade Reserve (East), the Requiring Authority must implement the following upgrade in Burswood Park subject to obtaining all necessary approvals:
  - a) A new playground to cater for all abilities and ages; and
  - b) Improved shade and or shelter.

#### ***Advice Notes:***

- a) *The open space upgrades for EB3C are also subject to Conditions 8 (Mana Whenua Framework), 11 (CCP), 31A (UDLP).*
  - b) *The Requiring Authority is responsible for the costs associated with the construction of these open space upgrades. Ongoing maintenance/replacement costs are responsibility of Auckland Council Parks.*
- 69. Within six (6) months of the commencement of operation of the EB3C, the Requiring Authority must implement the following upgrades at Burswood Esplanade Reserve (East), subject to obtaining all the necessary approvals:
    - a) Pump track;
    - b) Seating;
    - c) Planting;

- d) Natural play;
- e) Wayfinding; and
- f) Storytelling.

**Advice Notes:**

- a) *The open space upgrades for EB3C are also subject to Conditions 8 (Mana Whenua Framework), 11 (CCP), 31A (UDLP).*
- b) *The Requiring Authority is responsible for the costs associated with the construction of these open space upgrades. Ongoing maintenance/replacement costs are responsibility of Auckland Council Parks.*

**Transpower NZ Limited-Site Specific Conditions**

Notice of Works

70. The Requiring Authority shall provide Transpower New Zealand Limited ("Transpower NZ Limited") 10 working days' notice in writing prior to commencing the proposed works.

**Advice Note:** *Written notice should be sent to: [transmission.corridor@transpower.co.nz](mailto:transmission.corridor@transpower.co.nz)*

Access

71. All buildings, structures and vegetation must be located to ensure vehicle access is maintained to the National Grid assets, for maintenance at all reasonable times, and emergency works at all times.

Mobile Plant

72. All machinery and mobile plant operated in association with the works shall maintain a minimum clearance distance of 4 metres from the conductors (wires) of the OTA-PAK-A National Grid transmission lines at all times.

Vegetation

73. Any proposed new trees or vegetation within 12 metres either side of the centreline of the OTA- PAK-A National Grid transmission line, must not exceed 2 metres in height at full maturity and must comply with the Electricity (Hazards from Trees) Regulations 2003, or any subsequent revision of the regulations.
74. Any proposed new trees or vegetation outside of 12 metres either side of the centreline of the OTA-PAK-A National Grid transmission line, must be setback sufficiently to ensure the tree cannot fall within 4 metres of the OTA-PAK-A National Grid transmission lines and must comply with the Electricity (Hazards from Trees) Regulations 2003, or any subsequent revision of the regulations.



### Stockpiling or material storage

75. There shall be no stockpiling of materials or storage of equipment beneath the OTA-PAK-A National Grid transmission lines or within 12 metres of any National Grid support structure.

### Construction Environmental Management Plan

76. Prior to the commencement of construction, the Construction Environmental Management Plan (CEMP) shall be updated to include a section on the National Grid. This section shall demonstrate how the works will be undertaken so as to avoid or minimise effects on the National Grid. The National Grid section of the CEMP must be given to Transpower NZ Limited for its certification at least 20 working days prior to being submitted to the Council.

**Advice Note:** The CEMP should be sent to Transpower via Patai Form 5 - <https://transpower.patai.co.nz/>

77. The National Grid section of the CEMP must include the following (but is not limited to):
- a) The name, experience and qualifications of the person/s nominated by the consent holder to supervise the implementation of, and adherence to, the National Grid section of the CEMP.
  - b) Construction drawings, plans, procedures, methods and measures to demonstrate that all construction activities undertaken on the site will meet the safe distances within the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001) or any subsequent revision of the code; including (but not limited to) those relating to:
    - i. Excavation and Construction near Towers (Section 2);
    - ii. Building to conductor clearances (Section 3);
    - iii. Ground to conductor clearances (Section 4);
    - iv. Mobile Plant to conductor clearances (Section 5); and
    - v. People to conductor clearances (Section 9).
  - c) Details of any areas that are “out of bounds” during construction and/or areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a safety observer may be required (a safety observer will be at the consent holder’s cost;
  - d) Demonstrate how the existing transmission lines and support structures will remain accessible during and after construction activities;
  - e) Demonstrate how the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines will be managed;
  - f) Demonstrate how changes to the drainage patterns, runoff characteristics and stormwater will avoid adverse effects on the foundations of any support structure;

- g) Demonstrate how construction activities that could result in ground vibrations and/or ground instability will be managed to avoid causing damage to the transmission lines, including support structures; and
- h) Details of training to be given to those working near the transmission lines.

***Commuter Parking Restriction related to Pōhatu Station***

78. Within six (6) months of the Pōhatu Station becoming operational, the Requiring Authority must implement on-street commuter parking restrictions on the following public roads;

- a) Heathridge Place;
- b) Dulwich Place; and
- c) Tullis Place.

***Advice Note:*** For clarity, the purpose of this parking restriction condition relates to the management of public parking demand for the Pōhatu Station on the streets listed above. Measures include time restrictions parking. For the avoidance of doubt this condition is not intended to restrict or otherwise limit parking by the owners or occupiers of dwellings on these streets.