

UNITARY PLAN UPDATE REQUEST MEMORANDUM

TO Celia Davison, Unit Manager - Central South, Plans and Places

FROM Clare Wall Shaw, Senior Policy Planner, Plans and Places





DATE 22 November 2021

SUBJECT **Alteration to Designation 2501 in the Auckland Unitary Plan (AUP) Operative in Part in accordance with s181(1) of the Resource Management Act 1991**

This memorandum requests an update to Auckland Unitary Plan Operative in part

Reason for update - Notice of Requirement - Environment Court determination	
Chapter:	Chapter K Designations
Section:	City Rail Link Limited (2500 series)
Designation only	
Designation 2501	City Rail Link Limited Designation 2501 Britomart Transport Station
Location:	12 Queen Street to Britomart Place, Auckland Central
Lapse Date:	N/A (Effect given to designation)
Purpose:	Amending Designation 2501 to enable the retention of the Station Plaza Accommodation building at Britomart, so that the building and surrounding Station Plaza area can be used as a construction support facility for works in the City Rail Link tunnels located within the adjoining designation.
Changes to text (shown in underline and strikethrough)	<p>This update incorporates amendments to designation conditions arising from the following determination:</p> <ul style="list-style-type: none"> • CRL Designation 2501 (Britomart Transport Station) (Environment Court Decision ENV-2021-AKL-107) - 8/11/21). <p>Refer attached document for tracked changes version of the CRL Designation 2501 conditions. This document reflects the sealed version of the conditions appended to the Environment Court decision as Annex B.</p> <p>Refer to attachment 2 & 3</p>
Changes to diagrams	N/A
Changes to spatial data	N/A
Attachments:	<p>Attachment 1: Determination on the notice of requirement to alter the following designations:</p> <ul style="list-style-type: none"> • CRL Designation 2501 (Britomart Transport Station) (Environment Court Decision ENV-2021-AKL-107) - 8/11/21). <p>Attachment 2: Updated text to D2501 (Strikethrough and underlined)</p>

	Attachment 3: Updated text to D2501 (Clean)
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Prepared by: Clare Wall Shaw Senior Policy Planner	Text Entered by: Maninder Kaur Planning Technician
Signature: 	Signature: 
Maps prepared by: N/A Geospatial Specialist	Signed off by: Fiona Sprott, team leader – Central South Manager Planning
Signature: N/A	Signature: 
Reviewed by: Celia Davison Manager Planning - Central South, Plans and Places	
Signature: 	

Attachment 1: Determination on the notice of requirement to alter designation 2501

**IN THE ENVIRONMENT COURT
AT AUCKLAND**

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

Decision [2021] NZEnvC 174

IN THE MATTER OF a direct referral of a notice of requirement to alter Designation 2501 under s198E of the Resource Management Act 1991

BETWEEN

CITY RAIL LINK LIMITED

(ENV-2021-AKL-107)

Applicant

AND

AUCKLAND COUNCIL

Regulatory Authority

Court: Alternate Environment Judge L J Newhook
Environment Commissioner R Dunlop
Last case event: 11 October 2021
Date of Determination: 8 November 2021
Date of Issue: 8 November 2021

DETERMINATION

A: Designation 2501 is altered subject to the amendments set out in Appendix 1 to this determination.

B: There is no order as to costs under s285 RMA.



REASONS

Introduction

[1] On 25 June 2021 CRRL lodged a Notice of Requirement (**NoR**) with Auckland Council to alter Designation 2501 in order to enable use of the Britomart Transport Centre as a site to support construction activities in adjoining 2500-1, it was agreed by the Council that the NoR be referred directly to this Court for determination.

[2] Five submissions were received on the NoR. The following submitters joined the matter under s 274 of the Act:

- (a) Auckland Transport;
- (b) Body Corporate 095035;
- (c) Body Corporate 107678; and
- (d) Cooper and Company Limited.

The parties' agreement

[3] Following Court assisted mediation on 28-29 September and 4 October 2021, the parties reached an agreement that will resolve this matter. The key changes agreed to the Council's section 198D report were summarised in the memorandum of the parties dated 11 October 2021.

[4] These changes include:

- (a) Concrete delivery manoeuvres

Concrete deliveries and other major deliveries using trucks of the same size are now proposed to occur exclusively through a front-in, front-out manoeuvre from Commerce Street, into Tyler Street and then into the Station Plaza site compound. All reversing of concrete trucks and other

major delivery trucks of the same size will be within the Station Plaza site compound.

(b) Concrete delivery split

Condition 1W(a)(i) requires that the Construction Environmental Management Plan (**CEMP**) be updated to expressly describe how concrete delivery for Stage I will be maximised from the City Rail Link Aotea construction site to achieve at least 50% of concrete delivery from that site. Other consequential amendments have also been made to the CEMP

(c) Completion date for “the Works”

The completion date for “the Works” that are the subject of the NOR remains as 20 December 2023, as proposed in Council's section 1980 report. However, a process has been added for the completion date to be extended where completion is delayed as a result of Alert Level 3 or 4 Covid-19 restrictions or an “Unforeseen Event”. This process includes consultation with the section 274 parties and certification by Council.

(d) Traffic management within Tyler Street

The Construction Traffic Management Plan (CTMP) condition has been updated to clarify and strengthen traffic management for the Works, particularly as it relates to Tyler Street.

(e) Construction support activity in Galway Street

A new condition 5W is proposed, which expressly confirms that construction support activities associated with “the Works” will be significantly more limited in Galway Street than in Tyler Street, being restricted to initial establishment, maintenance and disestablishment of

the site compound and Station Plaza Accommodation building, and reinstatement of Station Plaza

(f) Construction traffic in the balance of the Britomart Precinct

New Condition 6W provides that various construction traffic movements associated with “the Works” shall not use the balance of the streets in the Britomart Precinct

New condition 15W also provides that CRLI shall at all times in carrying out “the Works” use its best endeavours to achieve the amenity and operational outcomes stated in the Development Deed for the Britomart Precinct between Cooper and Company Limited and Auckland Council.

(g) Monitoring and enforcement

A new Condition 7W is proposed, and Conditions 9W and 10W have been updated to strengthen the monitoring and enforcement obligations associated with “the Works”. Condition 71N provides for advance notice of concrete delivery to the Adjacent Properties, and amended Condition 9W provides for an identified contact person authorised to provide immediate responses to complaints regarding to be made available 24 hours, seven days a week for the duration of “the Works”.

(h) Noise

While the proposed noise limits remain the same, proposed Condition 13W has been amended to introduce the concept of a “BPO trigger”, which is lower than the specified noise limits and which shall be the trigger for implementation of the BPO in the Construction Noise Management Plan (**CNMP**). New Condition 14W outlines a reporting and certification process with Council where the BPO trigger is exceeded.

[5] The parties also requested that the Court confirm that an outline plan of works need not be submitted for the “the Works” on the basis that sufficient details of “the Works” are now incorporated into Designation 2501.

Determination

[6] In making this determination the Court has read and considered:

- (a) City Rail Link Limited’s Notice of Requirement to Alter Designation 2501, including the Form 18 and Assessment of Environmental Effects dated 25 June 2021;
- (b) Auckland Council’s report on the NoR under section 198D(5) of the Act dated 31 August 2021;
- (c) The five submissions received by Auckland Council in response to the NoR;
- (d) The four section 274 notices filed in this proceeding; and
- (e) The joint memorandum of counsel in support of the resolution dated 11 October 2021, including the attachments to the joint memorandum.

[7] The Court also understands that all parties are satisfied that the relief sought is within the Court’s jurisdiction and satisfies the relevant requirements and objectives of:

- (a) Section 171 of the Act;
- (b) Section 198E(6) of the Act, including the Court’s jurisdiction under 198E(6)(c) to waive the requirement for an outline plan under section 176A; and
- (c) The purposes and principles of Part 2 of the Act.

[8] In circumstances in which there was a robust and successful mediation producing an outcome fully agreed by all parties, I hold that there is no need for the Court to conduct a hearing.

[9] Therefore, the Court orders, by consent, that:

- (a) Designation 2501 shall be amended as set out in **Appendix 1** to this Determination.
- (b) City Rail Link Limited does not need to submit an outline plan for “the Works” to Auckland Council because sufficient details of “the Works” are incorporated into Designation 2501 in terms of section 176A(2)(b) and (3) of the Resource Management Act 1991.

[10] There is no order as to costs.



L J Newhook
Alternate Environment Judge



Appendix 1

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

Amending the purpose of the designation as follows:

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

Insert after the blue heading “Conditions”:

The Works conditions

The following conditions apply to the Works.

DEFINITION

The Works

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

Adjacent Properties

Endeans Building and 152 Quay Street on Tyler Street and the Barrington and Sofrana Buildings on Galway Street.

Unforeseen Event

Means an event or circumstance beyond the reasonable control of the Requiring Authority which by the exercise of due care, skill and diligence the Requiring Authority is not able to prevent or overcome and which prevents the Requiring Authority from completing the Works by 20 December 2023, and shall include the following events or circumstances where such requirements are met:

- (a) **fire, landslide, earthquake, lightning, storm, flood, volcanic eruption, tsunami or tempest;**
- (b) **a strike, lock-out or labour dispute; or**
- (c) **an act of terrorism, sabotage, blockade, insurrection, riot, civil disturbance or epidemic.**

CONDITIONS

Condition 1W

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

- (a) **CRL Notice of Requirement for Alteration of BTC Designation 2501 – 25 June 2021, including:**
 - (i) **Construction Support Activities at Station Plaza – Britomart: Construction Environmental Management Plan, prepared by Aurecon New Zealand Limited: Document reference CRL-BTM-RME-000-RTP-0002, dated 7 October 2021. The Construction Environmental Management Plan describes how delivery of concrete for Stage 1 will be maximised from the CRL Aotea construction site to achieve at least 50% of concrete delivery from the Aotea construction site**

- (ii) City Rail Link: Britomart Transport Centre: Construction Traffic Management Plan, prepared by Flow Transportation Specialists Ltd: Document reference R2A210621, dated 25 June 2021
- (iii) CRL BTC Designation Alteration: Construction Noise Management Plan, prepared by Marshall Day Acoustics: Document reference RP002 20210287, dated 1 October 2021
- (iv) Britomart C7 Works Ventilation Management Plan, Revision A00, dated 22 January 2021

Where there is inconsistency between the documents provided by the Requiring Authority listed above and the requirements of these conditions, these conditions shall prevail.

Condition 1Wa

Concrete truck deliveries and other major deliveries made using 4-axle trucks of 8.1m or less shall be in general accordance with ATCR007-D001-Britomart NOR CTMP Concrete Truck Tracking, dated 4 October 2021.

Condition 2W

The Works shall be completed by 20 December 2023, unless completion is delayed as a result of Covid-19 restrictions or an Unforeseen Event, in which case the Works shall be completed on the new date as certified by Auckland Council following the process set out in the balance of this Condition 2W below.

In the event that completion has been delayed as a result of Level 3 and/or Level 4 Covid-19 restrictions or an Unforeseen Event, the Requiring Authority shall provide Auckland Council a report for certification within 15 working days of the end of Alert Level 3 Covid-19 restrictions (for Covid-19 lockdown restrictions) or the date of the Requiring Authority's knowledge of the an Unforeseen Event that includes (as a minimum):

- (a) Confirmation of the new anticipated completion date of the Works.
- (b) Details of the activities delayed, likely effects on receivers associated with those activities, and any proposed additional mitigation of those effects.
- (c) Evidence that feedback has been sought on matters detailed in Condition 2W(a) and (b) and details of any feedback received from:
 - (i) Auckland Council
 - (ii) Cooper and Company Limited
 - (iii) Auckland Transport
 - (iv) Body Corporate 107678 (152 Quay Street)
 - (v) Body Corporate 095035 (Endeans Building)

The report shall be deemed certified when the Requiring Authority has received written confirmation from Council.

Condition 3W

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

Construction Traffic Management Plan (CTMP)

Condition 4W

A Construction Traffic Management Plan (CTMP) shall be prepared, implemented and complied with for the duration of the Works. The objective of the CTMP is to provide a framework for the

avoidance and mitigation of construction traffic effects on the following (in no particular order of priority):

- (a) **The safe movement of pedestrians.**
- (b) **The operation of public transport services.**
- (c) **Emergency service vehicle access.**
- (d) **Access to Adjacent Properties.**
- (e) **General traffic including deliveries.**

To achieve the objective, the CTMP shall include details of the following:

- (f) **A maximum length of 15m of the existing loading bay on the southern side of Tyler Street, immediately adjacent to the Glasshouse, shall be available to the public for loading at all times for the duration of the Works.**
- (g) **Subject to intermittent disruption permitted under sub-clause (j), how vehicle access to Adjacent Properties shall be maintained for the duration of the Works. Measures shall include (but not be limited to) the provision of a general traffic lane of at least 3.0m wide along the northern side of the construction zone on Tyler Street between lower Queen Street and Commerce Street.**
- (h) **How safe pedestrian access on the northern side of Tyler Street between lower Queen Street and Commerce Street that maintains access to public transport and adjacent sites shall be provided for the duration of the Works. This shall include but not be limited to the provision of a 1.5m wide pedestrian access on the northern side of Tyler Street between lower Queen Street and Commerce Street.**
- (i) **How the existing pedestrian access to Britomart Station, through the Chief Post Office building, shall be maintained.**
- (j) **How vehicle movements associated with the Works (including but not limited to concrete delivery) will be managed in a safe and efficient manner. Measures shall include (but not be limited to):**
 - (i) **Vehicles undertaking major deliveries associated with the Works shall not reverse into Tyler Street at any time, unless otherwise agreed with the Auckland Transport corridor access team prior in accordance with Condition 4W(k) and following consultation with the Adjacent Properties.**
 - (ii) **The timing of concrete delivery shall be coordinated to provide for the safety of and minimise impact on the efficient operation of Commerce Street and Tyler Street, and the movement of pedestrians and all modes of transport on Commerce Street and Tyler Street with priority given to pedestrians and public transport, essential movements including emergency services and access to properties, and lastly private car travel (being extraneous through traffic on Commerce Street).**
 - (iii) **There shall be no more than one concrete truck in the Station Plaza site compound at any one time.**
 - (iv) **There shall be no more than one concrete truck in the Tyler Street concrete truck waiting area at any one time. The time spent in the waiting area shall be minimised to the extent practicable.**
 - (v) **The identification of any required remote waiting locations for concrete trucks waiting to access Tyler Street.**

- (vi) All heavy vehicle movement to and from the site shall be restricted to occurring via Quay Street (east of Commerce Street) and the intersection of Commerce Street and Quay Street.
 - (vii) Vehicle access to the lower Queen Street frontage of 2 Queen Street (Endeans Building) via Tyler Street, as provided for in the Pedestrian Mall Declaration [Resolution 16376A dated 11 June 2021] and the Draft Operational Strategy and Management Plan for Te Komititanga shall be maintained at all times where practicable for the duration of the Works. If this vehicle access cannot be achieved via Tyler Street, access to lower Queen Street via Galway Street shall be provided for.
 - (viii) The use of Tyler Street (between Commerce Street and Lower Queen Street, excluding the area subject to Pedestrian Mall Declaration [Resolution 16376A dated 11 June 2021]) is to be prohibited for any vehicle not heading to or from properties within Tyler Street (including the Endeans Building and 152 Quay Street), or for access to the Station Plaza site compound, or any other essential purpose, for the duration of the concrete deliveries. This is to be achieved by temporary traffic controls within Tyler Street (from immediately west of the intersection with Commerce Street). The measures within Tyler Street are to enable the safe manoeuvring of trucks entering and exiting the site, and to maintain safety of pedestrians and vehicles, and may include but not be limited to, restrictions on car parking, and the location of loading areas.
 - (ix) The restriction of vehicle traffic associated with workers travelling to the site, other than for the temporary purposes of delivery of construction equipment or materials that cannot be readily transported on foot.
 - (x) Non-concrete truck major deliveries shall be scheduled so that they are not undertaken simultaneously with concrete truck deliveries.
 - (xi) Construction, contractor or delivery vehicles associated with the Works shall not use the 152 Quay Street carpark on Tyler Street for parking or turning purposes.
 - (xii) Traffic movements at the intersection of Tyler Street and Commerce Street associated with the Works shall be managed to ensure the safe and efficient movement of traffic turning in and out of Tyler Street.
- (k) Where a change in traffic management from that assessed is a requirement of the Temporary Traffic Management Plan (TTMP), then the CTMP shall be reviewed and updated as necessary following consultation with Adjacent Properties and provided to Auckland Council for certification ten working days prior to Works commencing.

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

Advice note

Should removal of on street parking be required to enable provision of a general traffic lane and pedestrian access on the northern side of Tyler Street and accommodate truck manoeuvring in Tyler Street, the Requiring Authority will need to initiate formal removal of these spaces with Auckland Transport prior.

Condition 5W

No construction support activities comprising the Works (including construction vehicle traffic and parking, delivery of concrete, or delivery of other materials and equipment) shall be undertaken within Galway Street (between Commerce Street and Lower Queen Street), except for the following:

- (a) Activities (including delivery of equipment and materials) required for initial establishment, maintenance, and disestablishment of the site compound and construction support facilities within Station Plaza and the Station Plaza Accommodation building, including establishment, maintenance, and disestablishment of the ventilation fans at the southern side of the Glasshouse and deconstruction of the Station Plaza Accommodation building; and
- (b) Activities required for the reinstatement of Station Plaza in accordance with Condition 8W.

The proposed methodology, timing and duration of the activities provided for in (a) and (b) shall be discussed and agreed with Cooper and Company Limited prior to commencement of those activities.

Advice Note

The final paragraph of Condition 5W is an *Augier* condition. The Requiring Authority and Cooper and Company Limited intend that the details of the obligation encapsulated in the final paragraph in this condition will be set out in a side agreement.

Condition 6W

Within the Britomart Precinct, construction traffic associated with the Works shall not use Gore Street or Tyler and Galway Streets (between Commerce Street and Britomart place). Concrete trucks and other heavy goods vehicles (being vehicles with a gross vehicle mass exceeding 12 tonnes) associated with the Works shall not use Britomart Place.

Condition 7W

A minimum of 5 working days' advance notice shall be given to the Adjacent Properties of the intention to commence concrete delivery for each of the Stage 1 and Stage 2 deliveries. The notice shall include:

- (a) The intended start and completion dates for the Stage;
- (b) The expected total number of concrete trucks and the maximum number per day for the Stage;
- (c) The hours of operation for the Stage;
- (d) Any measures to be adopted for the Stage to ensure continued access to Adjacent Properties is maintained at all times;
- (e) A contact number in addition to the person specified at Condition 9W who can be contacted by Adjacent Properties to address any issues of access at short notice.

Condition 8W

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

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

Condition 9W

The Requiring Authority shall make an identified contact person available 24 hours, seven days a week for the duration of the Works for public enquiries and complaints regarding the Works, and who is authorised to provide immediate responses to complaints regarding non-compliance with the Works conditions and/or management plans, including in relation to access to Adjacent Properties or access to Lower Queen Street in accordance with Condition 4W(j)(vii). Contact

details shall be provided in the Construction Environmental Management Plan (CEMP) described in Condition 1W.

Condition 10W

In addition to Condition 9W, upon receiving a concern or complaint during the Works, the Requiring Authority shall instigate the process to address concerns or complaints received about adverse effects or non-compliance, as set out in the CEMP described in Condition 1W and shall include:

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

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

- (d) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.
- (e) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.
- (f) Known CRL construction activities at the time and in the vicinity of the concern or complaint.
- (g) Any other activities in the area unrelated to the CRL construction that may have contributed to the concern or complaint such as construction, fires, traffic accidents or unusually dusty conditions generally.
- (h) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

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

Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required.

Condition 11W

The Requiring Authority shall utilise the existing CRL mana whenua forum for the purpose of undertaking kaitiakitanga responsibilities associated with the Works, including monitoring, assisting with discovery procedures, and providing mātauranga Māori input.

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

Condition 12W

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

Condition 13W

The noise level arising from the Works shall not exceed the noise limits in the following table. The BPO in the CNMP shall be implemented if the BPO trigger in the following table is exceeded.

<u>Receiver</u>	<u>Noise limit for concrete pumping</u>	<u>Noise limit for ventilation fans</u>	<u>Any other activity associated with the Works</u>
<u>2 Queen Street (Edeans Building)</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 70dB LAeq and 85dB LAFmax</u>	<u>60dB LAeq</u> <u>BPO trigger: 45dB LAeq</u>	<u>Rule E25.6.28 of the Auckland Unitary Plan: Operative in Part applies</u>
<u>152 Quay Street</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 73dB LAeq and 85dB LAFmax</u>		
<u>148 Quay Street</u>	<u>80dB LAeq and 95dB LAFmax</u> <u>BPO trigger: 75dB LAeq and 90dB LAFmax</u>		
<u>8 Customs St East</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 70dB LAeq and 85dB LAFmax</u>		
<u>13-17 Galway Street / 10 Customs St East (Barrington and Sofrana Buildings)</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 70dB LAeq and 85dB LAFmax</u>		
<u>Footpath outside Barrington and Sofrana Buildings</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 50dB LAeq and 65 dB LAFmax</u>		
<u>2 Commerce Street</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 70dB LAeq and 85dB LAFmax</u>		
<u>25 Galway Street</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 70dB LAeq and 85dB LAFmax</u>		

<u>Footpath outside 33 Tyler Street (Ortolana Restaurant façade)</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 50dB LAeq and 65 dB LAFmax</u>		
<u>Any other receiver</u>	<u>Rule E25.6.28 of the Auckland Unitary Plan: Operative in Part applies.</u>		

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

Condition 14W

The Requiring Authority shall adopt the BPO where the BPO trigger(s) in Condition 13W are exceeded. Where the BPO trigger(s) in Condition 13W cannot practicably be achieved, the Requiring Authority shall not exceed the noise limit(s) in Condition 13W and will prepare a construction noise schedule that sets out:

- (a) **how long the BPO trigger(s) will be exceeded;**
- (b) **evidence that feedback has been sought and details of any feedback received from receivers affected by the BPO trigger exceedance as determined by the CNMP;**
- (c) **how the BPO will be applied to achieve the BPO trigger(s) as soon as practicable.**

The schedule shall be provided to the Auckland Council noise monitoring officer for certification within ten working days of identification of exceedance of the relevant BPO trigger(s). The schedule shall be deemed certified when the Requiring Authority has received written confirmation from Council. The Works shall thereafter be carried out in general accordance with the certified construction noise schedule.

Condition 15W

In carrying out the Works, CRLL shall at all times use its best endeavours to achieve the amenity and operational outcomes stated in the Development Deed for the Britomart Precinct between Cooper and Company Limited and Auckland Council.

Advice Note

This is an *Augier* condition. The Requiring Authority and Cooper and Company Limited intend that the details of the obligation encapsulated in this condition will be set out in a side agreement.

The Project conditions

Attachment 2: Updated text to D2501
(Strikethrough and underlined)

2501 Britomart Transport Station

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

Purpose

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

Conditions

The Works conditions

The following conditions apply to the Works.

DEFINITIONS

The Works

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

Adjacent Properties

Endeans Building and 152 Quay Street on Tyler Street and the Barrington and Sofrana Buildings on Galway Street.

Unforeseen Event

Means an event or circumstance beyond the reasonable control of the Requiring Authority which by the exercise of due care, skill and diligence the Requiring Authority is not able to prevent or overcome and which prevents the Requiring Authority from completing the Works by 20 December 2023, and shall include the following events or circumstances where such requirements are met:

- (a) fire, landslide, earthquake, lightning, storm, flood, volcanic eruption, tsunami or tempest;
- (b) a strike, lock-out or labour dispute; or
- (c) an act of terrorism, sabotage, blockade, insurrection, riot, civil disturbance or epidemic.

CONDITIONS

Condition 1W

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

- (a) CRL Notice of Requirement for Alteration of BTC Designation 2501 - 25 June 2021, including:
- (i) Construction Support Activities at Station Plaza – Britomart: Construction Environmental Management Plan, prepared by Aurecon New Zealand Limited: Document reference CRL-BTM-RME-000-RTP-0002, dated 7 October 2021. The Construction Environmental Management Plan describes how delivery of concrete for Stage 1 will be maximised from the CRL Aotea construction site to achieve at least 50% of concrete delivery from the Aotea construction site
 - (ii) City Rail Link: Britomart Transport Centre: Construction Traffic Management Plan, prepared by Flow Transportation Specialists Ltd: Document reference R2A210621, dated 25 June 2021
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 - (iv) Britomart C7 Works Ventilation Management Plan, Revision A00, dated 22 January 2021

Where there is inconsistency between the documents provided by the Requiring Authority listed above and the requirements of these conditions, these conditions shall prevail.

Condition 1Wa

Concrete truck deliveries and other major deliveries made using 4-axle trucks of 8.1m or less shall be in general accordance with ATCR007-D001-Britomart NOR CTMP Concrete Truck Tracking, dated 4 October 2021.

Condition 2W

The Works shall be completed by 20 December 2023, unless completion is delayed as a result of Covid-19 restrictions or an Unforeseen Event, in which case the Works shall be completed on the new date as certified by Auckland Council following the process set out in the balance of this Condition 2W below.

In the event that completion has been delayed as a result of Level 3 and/or Level 4 Covid-19 restrictions or an Unforeseen Event, the Requiring Authority shall provide Auckland Council a report for certification within 15 working days of the end of Alert Level 3 Covid-19 restrictions (for Covid-19 lockdown restrictions) or the date of the Requiring Authority's knowledge of the an Unforeseen Event that includes (as a minimum):

- (a) Confirmation of the new anticipated completion date of the Works.
- (b) Details of the activities delayed, likely effects on receivers associated with those activities, and any proposed additional mitigation of those effects.
- (c) Evidence that feedback has been sought on matters detailed in Condition 2W(a) and (b) and details of any feedback received from:
 - (i) Auckland Council
 - (ii) Cooper and Company Limited
 - (iii) Auckland Transport
 - (iv) Body Corporate 107678 (152 Quay Street)
 - (v) Body Corporate 095035 (Endeans Building)

The report shall be deemed certified when the Requiring Authority has received written confirmation from Council.

Condition 3W

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

Construction Traffic Management Plan (CTMP)

Condition 4W

A Construction Traffic Management Plan (CTMP) shall be prepared, implemented and complied with for the duration of the Works. The objective of the CTMP is to provide a framework for the avoidance and mitigation of construction traffic effects on the following (in no particular order of priority):

- (a) The safe movement of pedestrians.
- (b) The operation of public transport services.
- (c) Emergency service vehicle access.
- (d) Access to Adjacent Properties.
- (e) General traffic including deliveries.

To achieve the objective, the CTMP shall include details of the following:

- (f) A maximum length of 15m of the existing loading bay on the southern side of Tyler Street, immediately adjacent to the Glasshouse, shall be available to the public for loading at all times for the duration of the Works.
- (g) Subject to intermittent disruption permitted under sub-clause (j), how vehicle access to Adjacent Properties shall be maintained for the duration of the Works. Measures shall include (but not be limited to) the provision of a general traffic lane of at least 3.0m wide along the northern side of the construction zone on Tyler Street between lower Queen Street and Commerce Street.
- (h) How safe pedestrian access on the northern side of Tyler Street between lower Queen Street and Commerce Street that maintains access to public transport and adjacent sites shall be provided for the duration of the Works. This shall include but not be limited to the provision of a 1.5m wide pedestrian access on the northern side of Tyler Street between lower Queen Street and Commerce Street.
- (i) How the existing pedestrian access to Britomart Station, through the Chief Post Office building, shall be maintained.
- (j) How vehicle movements associated with the Works (including but not limited to concrete delivery) will be managed in a safe and efficient manner. Measures shall include (but not be limited to):
 - (i) Vehicles undertaking major deliveries associated with the Works shall not reverse into Tyler Street at any time, unless otherwise agreed with the Auckland Transport corridor access team prior in accordance with Condition 4W(k) and following consultation with the Adjacent Properties.
 - (ii) The timing of concrete delivery shall be coordinated to provide for the safety of and minimise impact on the efficient operation of Commerce Street and Tyler Street, and the movement of pedestrians and all modes of transport on Commerce Street and Tyler Street with priority given to pedestrians and public transport, essential movements including emergency services and access to properties, and lastly private car travel (being extraneous through traffic on Commerce Street).
 - (iii) There shall be no more than one concrete truck in the Station Plaza site compound at any one time.

- (iv) There shall be no more than one concrete truck in the Tyler Street concrete truck waiting area at any one time. The time spent in the waiting area shall be minimised to the extent practicable.
 - (v) The identification of any required remote waiting locations for concrete trucks waiting to access Tyler Street.
 - (vi) All heavy vehicle movement to and from the site shall be restricted to occurring via Quay Street (east of Commerce Street) and the intersection of Commerce Street and Quay Street.
 - (vii) Vehicle access to the lower Queen Street frontage of 2 Queen Street (Endeans Building) via Tyler Street, as provided for in the Pedestrian Mall Declaration [Resolution 16376A dated 11 June 2021] and the Draft Operational Strategy and Management Plan for Te Komititanga shall be maintained at all times where practicable for the duration of the Works. If this vehicle access cannot be achieved via Tyler Street, access to lower Queen Street via Galway Street shall be provided for.
 - (viii) The use of Tyler Street (between Commerce Street and Lower Queen Street, excluding the area subject to Pedestrian Mall Declaration [Resolution 16376A dated 11 June 2021]) is to be prohibited for any vehicle not heading to or from properties within Tyler Street (including the Endeans Building and 152 Quay Street), or for access to the Station Plaza site compound, or any other essential purpose, for the duration of the concrete deliveries. This is to be achieved by temporary traffic controls within Tyler Street (from immediately west of the intersection with Commerce Street). The measures within Tyler Street are to enable the safe manoeuvring of trucks entering and exiting the site, and to maintain safety of pedestrians and vehicles, and may include but not be limited to, restrictions on car parking, and the location of loading areas.
 - (ix) The restriction of vehicle traffic associated with workers travelling to the site, other than for the temporary purposes of delivery of construction equipment or materials that cannot be readily transported on foot.
 - (x) Non-concrete truck major deliveries shall be scheduled so that they are not undertaken simultaneously with concrete truck deliveries.
 - (xi) Construction, contractor or delivery vehicles associated with the Works shall not use the 152 Quay Street carpark on Tyler Street for parking or turning purposes.
 - (xii) Traffic movements at the intersection of Tyler Street and Commerce Street associated with the Works shall be managed to ensure the safe and efficient movement of traffic turning in and out of Tyler Street.
- (k) Where a change in traffic management from that assessed is a requirement of the Temporary Traffic Management Plan (TTMP), then the CTMP shall be reviewed and updated as necessary following consultation with Adjacent Properties and provided to Auckland Council for certification ten working days prior to Works commencing.

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

Advice note

Should removal of on street parking be required to enable provision of a general traffic lane and pedestrian access on the northern side of Tyler Street and accommodate truck manoeuvring in Tyler Street, the Requiring Authority will need to initiate formal removal of these spaces with Auckland Transport prior.

Condition 5W

No construction support activities comprising the Works (including construction vehicle traffic and parking, delivery of concrete, or delivery of other materials and equipment) shall be undertaken within Galway Street (between Commerce Street and Lower Queen Street), except for the following:

- (a) Activities (including delivery of equipment and materials) required for initial establishment, maintenance, and disestablishment of the site compound and construction support facilities within Station Plaza and the Station Plaza Accommodation building, including establishment, maintenance, and disestablishment of the ventilation fans at the southern side of the Glasshouse and deconstruction of the Station Plaza Accommodation building; and
- (b) Activities required for the reinstatement of Station Plaza in accordance with Condition 8W.

The proposed methodology, timing and duration of the activities provided for in (a) and (b) shall be discussed and agreed with Cooper and Company Limited prior to commencement of those activities.

Advice Note

The final paragraph of Condition 5W is an Augier condition. The Requiring Authority and Cooper and Company Limited intend that the details of the obligation encapsulated in the final paragraph in this condition will be set out in a side agreement.

Condition 6W

Within the Britomart Precinct, construction traffic associated with the Works shall not use Gore Street or Tyler and Galway Streets (between Commerce Street and Britomart place). Concrete trucks and other heavy goods vehicles (being vehicles with a gross vehicle mass exceeding 12 tonnes) associated with the Works shall not use Britomart Place.

Condition 7W

A minimum of 5 working days' advance notice shall be given to the Adjacent Properties of the intention to commence concrete delivery for each of the Stage 1 and Stage 2 deliveries. The notice shall include:

- (a) The intended start and completion dates for the Stage;
- (b) The expected total number of concrete trucks and the maximum number per day for the Stage;
- (c) The hours of operation for the Stage;
- (d) Any measures to be adopted for the Stage to ensure continued access to Adjacent Properties is maintained at all times;
- (e) A contact number in addition to the person specified at Condition 9W who can be contacted by Adjacent Properties to address any issues of access at short notice.

Condition 8W

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

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

Condition 9W

The Requiring Authority shall make an identified contact person available 24 hours, seven days a week for the duration of the Works for public enquiries and complaints regarding the Works, and who is authorised to provide immediate responses to complaints regarding non-compliance with the Works conditions and/or management plans, including in relation to access to Adjacent Properties or access to Lower Queen Street in accordance with Condition 4W(j)(vii). Contact details shall be provided in the Construction Environmental Management Plan (CEMP) described in Condition 1W.

Condition 10W

In addition to Condition 9W, upon receiving a concern or complaint during the Works, the Requiring Authority shall instigate the process to address concerns or complaints received about adverse effects or non-compliance, as set out in the CEMP described in Condition 1W and shall include:

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

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

- (d) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.
- (e) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.
- (f) Known CRL construction activities at the time and in the vicinity of the concern or complaint.
- (g) Any other activities in the area unrelated to the CRL construction that may have contributed to the concern or complaint such as construction, fires, traffic accidents or unusually dusty conditions generally.
- (h) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

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

Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required.

Condition 11W

The Requiring Authority shall utilise the existing CRL mana whenua forum for the purpose of undertaking kaitiakitanga responsibilities associated with the Works, including monitoring, assisting with discovery procedures, and providing mātauranga Māori input.

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

Condition 12W

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

Condition 13W

The noise level arising from the Works shall not exceed the noise limits in the following table. The BPO in the CNMP shall be implemented if the BPO trigger in the following table is exceeded.

<u>Receiver</u>	<u>Noise limit for concrete pumping</u>	<u>Noise limit for ventilation fans</u>	<u>Any other activity associated with the Works</u>
<u>2 Queen Street (Endeans Building)</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 70dB LAeq and 85dB LAFmax</u>	<u>60dB LAeq</u> <u>BPO trigger: 45dB LAeq</u>	<u>Rule E25.6.28 of the Auckland Unitary Plan: Operative in Part applies</u>
<u>152 Quay Street</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 73dB LAeq and 85dB LAFmax</u>		
<u>148 Quay Street</u>	<u>80dB LAeq and 95dB LAFmax</u> <u>BPO trigger: 75dB LAeq and 90dB LAFmax</u>		
<u>8 Customs St East</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 70dB LAeq and 85dB LAFmax</u>		
<u>13-17 Galway Street / 10 Customs St East (Barrington and Sofrana Buildings)</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 70dB LAeq and 85dB LAFmax</u>		
<u>Footpath outside Barrington and Sofrana Buildings</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 50dB LAeq and 65 dB LAFmax</u>		
<u>2 Commerce Street</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 70dB LAeq and 85dB LAFmax</u>		
<u>25 Galway Street</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 70dB LAeq and 85dB LAFmax</u>		

<u>Footpath outside 33 Tyler Street (Ortolana Restaurant façade)</u>	<u>75dB LAeq and 90dB LAFmax</u> <u>BPO trigger: 50dB LAeq and 65 dB LAFmax</u>		
<u>Any other receiver</u>	<u>Rule E25.6.28 of the Auckland Unitary Plan: Operative in Part applies.</u>		

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

Condition 14W

The Requiring Authority shall adopt the BPO where the BPO trigger(s) in Condition 13W are exceeded. Where the BPO trigger(s) in Condition 13W cannot practicably be achieved, the Requiring Authority shall not exceed the noise limit(s) in Condition 13W and will prepare a construction noise schedule that sets out:

- (a) how long the BPO trigger(s) will be exceeded;
- (b) evidence that feedback has been sought and details of any feedback received from receivers affected by the BPO trigger exceedance as determined by the CNMP;
- (c) how the BPO will be applied to achieve the BPO trigger(s) as soon as practicable.

The schedule shall be provided to the Auckland Council noise monitoring officer for certification within ten working days of identification of exceedance of the relevant BPO trigger(s). The schedule shall be deemed certified when the Requiring Authority has received written confirmation from Council. The Works shall thereafter be carried out in general accordance with the certified construction noise schedule.

Condition 15W

In carrying out the Works, CRLL shall at all times use its best endeavours to achieve the amenity and operational outcomes stated in the Development Deed for the Britomart Precinct between Cooper and Company Limited and Auckland Council.

Advice Note

This is an *Augier* condition. The Requiring Authority and Cooper and Company Limited intend that the details of the obligation encapsulated in this condition will be set out in a side agreement.

The Project conditions

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

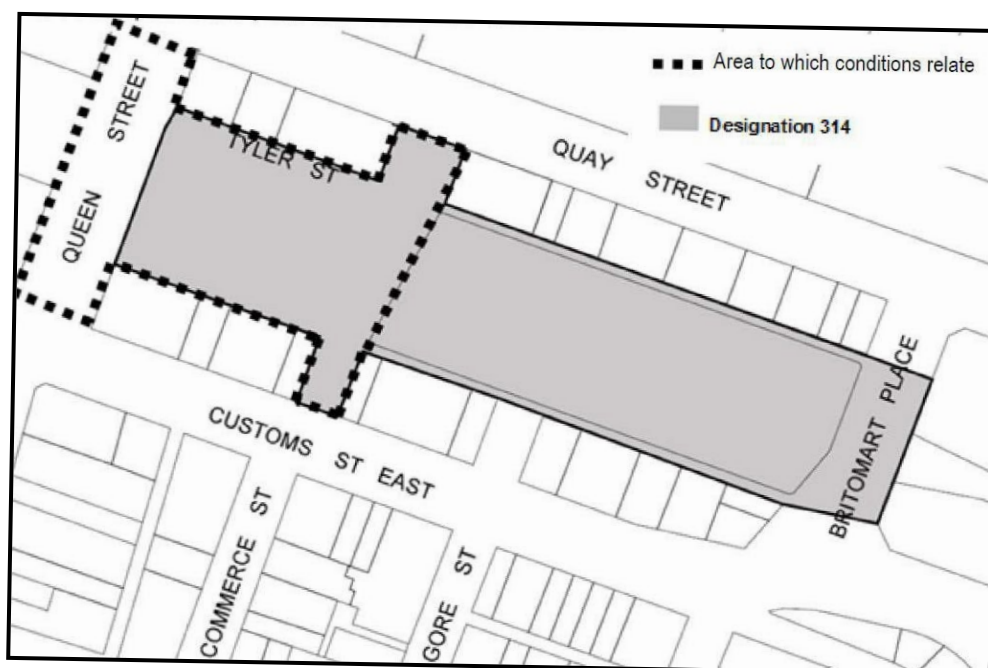


Figure 1: Area of Britomart Transport Centre Designation 314 to which the following conditions relate.

DEFINITIONS:

Consult, Consulting, Consultation

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

Fully operational traffic lane

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

Two way access

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

Sensitive Noise and Vibration Receivers

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

- Dwellings
- Offices
- Schools, including Child Care Centres and tertiary facilities
- Libraries
- Hospitals
- Rest Homes
- Marae and other Cultural Centres

- Churches
- Hotels or other accommodation facilities.

Best practicable option

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

Historic Heritage

Includes heritage buildings, sites and places identified in the New Zealand Heritage List or in the Auckland Council District Plan (Central Area Section) or specifically identified in these conditions.

Mana Whenua

Mana whenua for the purpose of this designation are considered to be the following (in no particular order), who at the time of NoR expressed a desire to be involved in the City Rail Link Project:

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

Material change

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

Peak Particle Velocity (PPV)

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

Delivery Work Plans

Delivery Work Plans will contain specific objectives and methods for avoiding, remedying or mitigating effects and address the following topics:

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

The Project

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

Railway Station

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

Track Form

The elements between the rails and the tunnel track bed.

ABBREVIATIONS

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

GENERAL CONDITIONS

Condition No 1

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

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

1.2 Where there is inconsistency between:

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

Condition No 2

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

Condition No 3

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

- (a) Review the area of land designated for the Britomart Transport Centre.
- (b) Identify any areas of designated land that are either no longer necessary for construction activities associated with the Project, or no longer necessary for the on-going operation and/or maintenance of

the Britomart Transport Centre or for on-going mitigation measures, specifically the area identified as Construction Support Area B in lower Queen Street.

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

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

Condition No 4

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

(a) Hand held jackhammer.

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

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

(d) Piling.

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

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

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

5. Appointment of Communication and Consultation Manager

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

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

6. Pre-Construction Communication and Consultation Plan

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

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

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

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

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

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

- (b) Engage with the community in order to foster good relationships and to provide opportunities for learning about the Project.
- (c) Seek (and specify reasonable timeframes for) feedback and input from Stakeholders, directly affected and affected in-proximity parties regarding the development of the CEMP and DWPs.
- (d) Respond to queries and complaints. Information shall include but not be limited to:
 - (i) Who is responsible for a response;
 - (ii) How a response will be provided; and
 - (iii) The timeframes within which a response will be provided.
- (e) Where feedback (in accordance with this condition) is provided, the Pre-construction Communication and Consultation Plan shall articulate how that feedback has informed the development of the CEMP and DWPs and, where it has not, the reason/s why.

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

- (a) All property owners and occupiers identified within the designation footprint
- (b) All property owners and occupiers adjacent to the Project construction area
- (c) Heritage New Zealand Pouhere Taonga
- (d) Network Utility Operators; and
- (e) Community Liaison Group(s) (refer Condition 8).

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

- (a) A communications framework that details the Requiring Authority's communication strategies, accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters.
- (b) Details of the Communication and Consultation Manager for the pre- construction period (Condition 5 of this designation) including contact details (phone, email and postal address).
- (c) The methods for identifying, communicating and consulting with stakeholders, directly affected parties and affected in-proximity parties and other interested parties. Such methods shall include but not be limited to:
 - (i) Newsletters.
 - (ii) Newspaper advertising.
 - (iii) Notification and targeted consultation with stakeholders, affected parties and affected in-proximity parties.
 - (iv) The use of the project website for public information.
- (d) The methods for communicating and consulting with mana whenua for the implementation of mana whenua principles for the project (refer to condition 9).
- (e) The methods for communicating and consulting with the Community Liaison Group(s).
- (f) How communication and consultation activity will be recorded.
- (g) Methods for recording reasonably foreseeable future planned network utility works so that these can be considered and incorporated, where appropriate, into the Project.

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

7. Network Utility Operators

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

- (a) Maintenance of and urgent repair works to existing Network Utilities.
- (b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations.
- (c) Minor works such as new property service connections.
- (d) Upgrades to existing Network Utilities within the same or similar location with the same or similar effects on the Britomart Transport Centre designation.

7.2 For the avoidance of doubt, in this condition an “existing Network Utility” includes infrastructure operated by a Network Utility Operator which was:

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

8. Community Liaison Group

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

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

- (a) Representative(s) for and/or directly affected and affected in-proximity property owners and occupiers.
- (b) CBD Residents Advisory Group.
- (c) Heart of the City.

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

- (a) Provide a means for receiving regular updates on Project progress.
- (b) Monitor the effects of constructing the Project on the community by providing a regular forum through which information about the Project can be provided to the community.
- (c) Enable opportunities for concerns and issues to be reported to and responded by the Requiring Authority.
- (d) Provide feedback on the development of the CEMP and DWPs.

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

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

- (a) Provide administrative assistance to the Group.
- (b) Ensure the Group is working effectively (including the development of a Code of Conduct) with appropriate procedures for the Group.
- (c) Act as a community consultation advisor to the Group.

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

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

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

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

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

9. Mana Whenua Consultation

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

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

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

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

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

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

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

10. Network Utility Operator Liaison

10.1 The Requiring Authority and its contractor shall:

(a) Work collaboratively with Network Utility Operators during the development of the detailed design for the Project to provide for the ongoing operation and access to network utility operations.

(b) Undertake communication and consultation with Network Utility Operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed and construction methodology and duration being known.

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

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

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

CONSTRUCTION CONDITIONS

11. Outline Plan Requirements

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

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

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

(c) Delivery Work Plans (DWPs).

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

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

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

(a) Either at the same time or in parts;

(b) By submitting one or more:

(i) Communication and Consultation Plans

(ii) CEMP and/or

(iii) DWPs.

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

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

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

12. Independent Peer Review of CEMP and DWPs

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

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

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

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

13. Availability of Outline Plan(s)

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

(a) CEMP

(b) DWPs

(c) Communication and Consultation Plan.

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

14. Monitoring of Construction Conditions

14.1 The Requiring Authority, its contractor team, and the Auckland Council Consent Monitoring officer(s) shall establish and implement a collaborative working process for dealing with day to day construction Auckland Unitary Plan Operative in part

processes, including monitoring compliance with these conditions and with the CEMP and DWPs and any material changes to these plans associated with construction of the Project.

14.2 This collaborative working process shall:

(a) Operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council.

(b) Have a “key contact” person representing the Requiring Authority and a “key contact” person representing the contractor team to work with the Auckland Council Consent Monitoring officer(s).

(c) The “key contacts” shall be identified in the CEMP and shall meet at least monthly with the Auckland Council Consent Monitoring officer(s) unless a different timeframe is agreed. The purpose of the meeting is to:

(i) Report on compliance with these conditions and with the CEMP, DWPs and material changes to these plans and on any matters of non-compliance and how they have been addressed.

(ii) Identify and agree:

(a) That material changes have occurred or are required that require a review of the CEMP or DWPs in accordance with Condition 21. The key contacts shall provide the Auckland Council Consent Monitoring officer(s) written confirmation that a material change has occurred or is required and;

(b) Which receivers are affected parties.

(d) Once construction has commenced, the Requiring Authority and / or the contractor shall provide an update to the Community Liaison Groups (Condition 8) at least once every 3 months, or if in accordance with Condition 8 these groups meet more regularly, at least once every two months.

14.3 The purpose and function of the collaborative working process is to:

(a) Assist as necessary the Auckland Council Consent Monitoring officer(s) to confirm that:

(i) The works authorised under this designation are being carried out in compliance with the designation conditions, the CEMP, DWPs and any material changes to these plans.

(ii) The Requiring Authority and its contractor are undertaking all monitoring and the recording of monitoring results in compliance with the requirements of the CEMP and DWPs and any material changes to these plans.

(b) Subsequent to a confirmed Outline Plan, provide a mechanism through which any changes to the design, CEMP or DWPs, which are not material changes requiring approval under Condition 11 triggering the requirement for a new Outline Plan, can be required, reviewed and confirmed.

(c) Advise where changes to construction works following a confirmed Outline Plan require a new CEMP or DWP.

(d) Review and identify any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Auckland Council Consent Monitoring officer) and the adequacy of the measures adopted to respond to these.

COMMUNICATION AND CONSULTATION

15. Contact Person

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

16. Communication and Consultation Plan

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

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

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

- (a) Inform the community of construction progress and future construction activities and constraints that could affect them.
- (b) Provide early information on key Project milestones.
- (c) Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in-proximity parties regarding the development (as part of the review process provided by Condition 21) and implementation of the CEMP or DWPs.
- (d) Respond to queries and complaints including but not limited to:
 - (i) Who is responsible for responding to feedback and inputs;
 - (ii) How responses will be provided; and
 - (iii) The timeframes within which responses will be provided.

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

- (a) A communications framework that details the Requiring Authority's communication strategies, accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters.
- (b) The Communication and Consultation Manager for the Project including contact details (phone, email and postal address).
- (c) The methods for identifying, communicating and consulting with persons affected by the project including but not limited to:
 - (i) All property owners and occupiers within the designation footprint;
 - (ii) All property owners and occupiers adjacent to the Britomart construction area;
 - (iii) Heritage New Zealand Pouhere Taonga;
 - (iv) Auckland Council's Built Heritage Unit;
 - (v) Community Liaison Group (refer Condition 8); and
 - (vi) Network Utility Operators, including the process:
 - a. To be implemented to capture and trigger where communication and consultation is required in relation to any material changes affecting the Network Utilities.
 - b. For the Requiring Authority to give approval (where appropriate) to Network Utility Operators as required by section 176(1) (b) of the RMA during the construction period.
 - c. For obtaining any supplementary authorisations, including but not limited to resource consents (including those required under a National Environmental Standard) and easements.
 - d. For inspection and final approval of works by Network Utility Operators.
 - e. For implementing conditions 10, 21, 22, and 23 in so far as they affect Network Utility Operations.
- (d) How stakeholders and persons affected by the project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns and complaints.
- (e) How stakeholders and persons affected by the project (including Sensitive Noise and Vibration Receivers) will be consulted in the development and review of the CEMP and DWPs, including specifying reasonable timeframes for feedback.
- (f) Methods for communicating in advance temporary traffic management measures and permanent changes to road networks and layouts to directly affected and in-proximity parties, bus (public and private) operators, taxi operators, bus users, and the general public.
- (g) Methods for communicating in advance to surrounding communities (including Sensitive Noise and Vibration Receivers) which must be notified at least 24 hours in advance where construction activities are predicted to:

- (i) Exceed the construction noise limits (refer Condition 25); or
- (ii) Exceed a vibration limit (refer Conditions 26 and 27).
- (h) Methods for communicating in advance proposed hours of construction activities outside normal working hours and on weekends and public holidays, to surrounding communities, and methods to record and deal with concerns raised about such hours.
- (i) Methods for communicating and consulting with mana whenua for the duration of construction and implementation of mana whenua principles for the project (refer to Condition 9).
- (j) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/or closures and alternative routes or detours to be used.
- (k) A list of stakeholders, directly affected and affected in-proximity parties to the construction works with whom communication will be undertaken.
- (l) How communication and consultation activity relating to construction activities and monitoring requirements will be recorded.

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

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

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

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

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

17. Concerns and Complaints Management

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

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

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

- (a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.
- (b) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.
- (c) Known Project construction activities at the time and in the vicinity of the concern or complaint.
- (d) Any other activities in the area unrelated to the Project construction that may have contributed to the concern or complaint such as non- Project construction, fires, traffic accidents or unusually dusty conditions generally.
- (e) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

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

17.4 Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required.

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

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

18. Preparation, Compliance and Monitoring

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

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

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

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

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

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

19. CEMP Requirements

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

(a) Notice boards that clearly identify the Requiring Authority and the Project name, together with the name, telephone number and email address of the Site or Project Manager and the Communication and Consultation Manager.

(b) Training requirements for employees, sub-contractors and visitors on construction procedures, environmental management and monitoring.

(c) The procedure for a cultural heritage induction for all parties involved in excavation works on the Project site, as provided for in Condition 9.

(d) A Travel Management Plan for each construction site outlining onsite car parking management and methods for encouraging travel to the site using forms of transport other than private vehicle to assist in mitigating localised traffic effects.

(e) Where a complaint is received, the complaint must be recorded and responded to as provided for in Conditions 14, 16 and 17.

19.2 The CEMP shall include details of:

- (a) The site or Project Manager and the Communication and Consultation Manager (who will implement and monitor the Communication and Consultation Plan), including their contact details (phone, email and physical address).
- (b) The Document management system for administering the CEMP, including review and Requiring Authority / Contractor / Auckland Council requirements.
- (c) Environmental incident and emergency management procedures.
- (d) Environmental complaints management procedures (see also Condition 17).
- (e) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the DWPs which address the management of adverse effects during construction and the works identified in the Urban Design DWP.
- (f) Specific details on demolition to be undertaken during the construction period.
- (g) Means of ensuring the safety of the general public.
- (h) Methods to assess and monitor potential cumulative adverse effects.
- (i) How Station Plaza, Tyler and Galway Streets will be reinstated upon completion of the Project in accordance with the Urban Design DWP (Condition 33B).

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

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

20. CEMP Construction Works Requirements

20.1 In order to give effect to the objective in Condition 18.1, the CEMP shall include the following details and requirements in relation to all areas within the designation footprint where construction works are to occur, and/ or where materials and construction machinery are to be used or stored:

- (a) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas.
- (b) Methods for managing the control of silt and sediment within the construction area.
- (c) Methods for earthworks management (including depth and extent of earthworks and temporary, permanent stabilisation measures and monitoring of ground movement) for earthworks adjacent to buildings and structures.
- (d) Measures to keep the construction area in a tidy condition in terms of disposal and storage of rubbish and unloading and storage of construction materials (including equipment).
- (e) Measures to ensure that all storage of materials and equipment associated with the construction works takes place within the boundaries of the designation.
- (f) Measures to ensure all temporary boundary / security fences associated with the construction of the Project are maintained in good order with any graffiti removed as soon as possible.
- (g) How the construction areas are to be fenced and kept secure from the public and the location and specification of any temporary acoustic fences and visual barriers.
- (h) Where practicable and without compromising their purpose, how opportunities for public viewing, including provision of viewing screens and display of information about the project and opportunities for mana whenua and community art or other decorative measures can be incorporated in the screens and fences required by condition (g), to enhance public amenity and connection to the project.
- (i) The location of any temporary buildings (including workers offices and portaloos) and vehicle parking (which should be located within the construction area and not on adjacent streets).

- (j) Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas.
- (k) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances.
- (l) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable.

21. Review Process for CEMP and DWPs

21.1 The CEMP and DWPs shall be reviewed at least annually or as a result of a material change to the Project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either Auckland Council or the Requiring Authority. The review shall take into consideration:

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

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

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

21.4 A summary of the review process shall be kept by the Requiring Authority, provided annually to the Auckland Council, and made available to the Auckland Council upon request.

22. Update of CEMP and DWPs following Review

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

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

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

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

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

23. Network Utilities

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

23.2 The purpose of this section of the CEMP shall be to ensure that the construction of the Project adequately takes account of, and includes measures to address the safety, integrity, protection or, where necessary, relocation of existing Network Utilities that traverse, or are in close proximity to, the designation during the construction of the Project.

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

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

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

- (a) Cross references to the Communication and Consultation Plan for the methods that will be used to liaise with all Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation.
- (b) Measures to be used to identify accurately the location of existing Network Utilities, and the measures for the protection, support, relocation and/or reinstatement of existing Network Utilities.
- (c) Methods to be used to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing Network Utilities (and their priority designations) which traverse, or are in close proximity to, the designation, and the restrictions in place in relation to those existing Network Utilities. This shall include:
 - (i) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to existing Network Utilities.
 - (ii) Plans identifying the locations of the existing Network Utilities (and their designations) and appropriate physical indicators on the ground showing specific surveyed locations.
- (d) Measures to be used to ensure the continued operation of Network Utility operations and the security of supply of the services by Network Utility Operators at all times.
- (e) Measures to be used to enable Network Utility Operators to access existing Network Utilities for maintenance at all reasonable times on an ongoing basis during construction, and to access existing Network Utilities for emergency and urgent repair works at all times during the construction of the Project.
- (f) Contingency management plans for reasonably foreseeable circumstances in respect of the relocation and rebuild of existing Network Utilities during the construction of the Project.
- (g) A risk analysis for the relocation and rebuild of existing Network Utilities during the construction of the Project.
- (h) Earthworks management (including depth and extent of earthworks and temporary and permanent stabilization measures), for earthworks in close proximity to existing Network Utilities.
- (i) Vibration management and monitoring for works in close proximity to existing Network Utilities.
- (j) Emergency management procedures in the event of any emergency involving existing Network Utilities.
- (k) The process for providing as-built drawings showing the relationship of the relocated Network Utilities to the Project to Network Utility Operators and the timing for providing these drawings.
- (l) A summary of the consultation (including any methods or measures in dispute and the Requiring Authorities response to them) undertaken between the Requiring Authority and any Network Utility Operators during the preparation of the CEMP.

23.5 If the Requiring Authority and a Network Utility Operator cannot agree on the methods proposed under the CEMP to manage the construction effects on the Operator's Network Utility operation, unless

otherwise agreed, each party will appoint a suitably qualified and independent expert, who shall jointly appoint a third such expert to advise the parties and make a recommendation. That recommendation will be provided by the Requiring Authority as part of the CEMP along with reasons if the recommendation is not accepted.

TRANSPORT, ACCESS AND PARKING

24. General Transport, Access and Parking

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

24.2 The objective of the Transport, Access and Parking DWP is, so far as is reasonably practicable, to avoid, remedy or mitigate the adverse effects of construction on transport, pedestrian safety and amenity, parking and property access. This is to be achieved by:

- (a) Managing the road transport network for the duration of construction by adopting the best practicable option to manage congestion.
- (b) Managing pedestrian safety and amenity.
- (c) Maintaining pedestrian access to private property at all times.
- (d) Providing on-going vehicle access to private property to the greatest extent possible

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

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

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

(a) Details of proposed temporary road lane reductions and / or closures, alternative routes and temporary detours, including how these have been selected and will be managed to mitigate congestion as far as practicably possible and how advance notice will be provided.

(b) Details of widening of footpaths resulting in:

(i) Road lane narrowing in Commerce Street.

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

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

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

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

(ii) On Galway Street; and

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

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

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

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

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

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

(g) How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:

- (i) Prioritising, as far as practicably possible, pedestrian and public transport at intersections where construction works are occurring. The objective with regard to pedestrians is to ensure that satisfactory and safe movement is maintained, at or adjacent to the construction works.
- (ii) With regard to public transport, prioritisation could also apply beyond intersections where travel time savings can be achieved.
- (iii) Relocating bus stops and taxi stands to locations which, as far as practicably possible, minimise disruption.
- (iv) Identifying alternate heavy haul routes where these are affected by construction works
- (h) Details of the management of pedestrians on the footpath in the case of an emergency in or evacuation of a building immediately adjacent to a work site.
- (i) Details of how general traffic access along lower Queen Street will be managed in light of the requirement to remove the current general traffic prohibition at the Lower Queen Street / Quay Street intersection.
- (j) Cross references to the specific sections in the Communication and Consultation Plan that detail how emergency services, landowners, occupiers, public transport users, bus and taxi operators, and the general public are to be consulted with in relation to the management of the adverse effects on the transport network.
- (k) How traffic control, monitoring/surveys and reporting of traffic movements and conditions at the intersections of Quay Street/Commerce Street, Tyler Street/Commerce Street, Galway Street/Commerce Street and Customs Street/Commerce Street, shall be carried out during six week periods at the commencement of the following Project construction phases:
 - (i) Site preparation and Station Plaza accommodation works
 - (ii) Britomart Station modification works (including work to the CPO building).
- (l) Detailing the purpose of the monitoring/surveys and reporting of traffic movements and conditions at the intersections of Quay Street/Commerce Street, Tyler Street/Commerce Street, Galway Street/Commerce Street and Customs Street/Commerce Street, which is to identify the need and make up of ongoing temporary traffic control during the Project construction period, in these locations, if required.
- (m) Inclusion of the following requirements:
 - (i) Traffic surveys shall be undertaken by a suitably qualified independent person, 3 months prior to construction of the Project commencing to establish a baseline of existing transport congestion.
 - (ii) Temporary traffic control measures shall be in place between the hours of 7.30am - 9.30am and 3pm – 6pm Monday to Friday inclusive, prior to works commencing on each construction phase and remain in place for six weeks. During this six week period:
 - a. Traffic monitoring/ surveys shall be undertaken by a suitably qualified independent person, during the first four weeks between the hours of 7.30am - 9.30am and 3pm – 6pm Monday to Friday inclusive to monitor construction traffic impacts on the identified intersections.
 - b. At the conclusion of the four week monitoring period a written report shall be prepared by a suitably qualified independent person describing the observations and providing recommendations for the make- up of ongoing temporary traffic control during the Project construction period if required. The recommendations of the report are binding on the Requiring Authority. This report shall be available prior to the six week temporary traffic control period ending.
 - c. The report required by condition 24.3(m) (ii) (b) shall be provided to all property owners and occupiers of the sites that are identified in Appendix 2, in accordance with condition 16.4(c).

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

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

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

24.7 Any temporary full width road closure for three hours or less shall be upon 24 hours prior notice, and the Requiring Authority shall communicate and consult on such matters as timing and access arrangements on the closure at least 24 hours in advance, but is not required to offer or provide alternative parking arrangements, though it may choose to offer this on a case by case basis in consultation with the affected party.

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

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

24.10 Where an affected party unexpectedly finds his/her vehicle blocked in as a result of a temporary closure, the Requiring Authority shall (within reasonable limits) offer alternative transport such as a taxi, rental car, or other alternative.

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

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

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

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

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

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

NOISE AND VIBRATION

25. Project Standards - Construction Noise

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

Receiver Type	Monday to Saturday 0700-2200	Sundays and PublicHolidays 0700-2200	At all other times 2200-0700
Occupied commercial and industrial buildings (including offices)	75dB LAeq	75dB LAeq	75dB LAeq
Sensitive receivers (excluding offices)	1 75dB LAeq 90dB LAFmax	2 65dBLAeq 80dB LAFmax	3 60dBLAeq 75dB LAFmax

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

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

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

26. Project Standards - Construction Vibration

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

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

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

26.3 Line 2 shall apply to the CPO's masonry façade. In accordance with Standard DIN 4150-3:1999, measurements shall be made as close as practicable to the masonry façade at both the level of the

foundations supporting the masonry façade and at the level of the CPO's highest floor (refer to Appendix 3).

Note:

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

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

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

27. Project Standards - Construction Vibration (Amenity)

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

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

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

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

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

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

28. Construction Noise and Vibration DWP

For the avoidance of doubt, this condition is applicable to the management of construction noise and vibration on all receivers, including sensitive receivers.

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

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

28.2 The Construction Noise and Vibration DWP shall:

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

28.3 To achieve this objective, the Construction Noise and Vibration DWP shall include:

- (a) The roles and responsibilities of the noise and vibration personnel in the contractor team with regard to managing and monitoring adverse noise and vibration effects.
- (b) External piling and saw cutting will be restricted to between the hours of 7am to 7pm, Monday to Saturday
- (c) Exclusion of vibratory rolling and rock breaking during night-time periods (10pm to 7am) unless equipment trials confirm compliance can be achieved with Project criteria in condition 27.1.
- (d) A restriction on the use of sheet piling and vibratory rolling unless it can be demonstrated that any material damage to the CPO will be avoided.
- (e) Construction machinery and equipment to be used and their operating noise and vibration levels.
- (f) Acoustic hoardings shall be installed over all ground floor windows and doors of the Chief Post Office prior to construction commencing.
- (g) Mobile acoustic enclosures shall be used for concrete cutting activities if this is the Best Practicable Option and in accordance with health and safety procedures.
- (h) Identification of construction activities that are likely to create adverse noise and vibration effects, the location of these in the construction site areas, and the distance to comply with the Project Criteria in Conditions 25, 26 and 27 of this designation.
- (i) Identification of each activity that is predicted to exceed or measured to exceed the limits in conditions 25, 26 or 27 and the best practicable option to minimise adverse effects from those construction activities that is generally consistent with section 8.3 of the draft Construction Noise and Vibration DWP submitted as part of the NoR documentation.
- (j) The timing of construction activities that are likely to create an adverse noise and vibration effect.
- (k) The location of sensitive noise and vibration receivers.
- (l) A record of communication and consultation with sensitive receivers. The record must include a clear explanation where any comments from sensitive receivers have not been incorporated in the Construction Noise and Vibration DWP, and the reasons why not. This information must be included in the Construction Noise and Vibration DWP provided to both the Independent Peer Review Panel and Auckland Council as part of the Outline Plan process specified in Condition 11.
- (m) Specific measures to address the concerns raised by those sensitive receivers.
- (n) Specific training procedures for construction personnel including:
 - (i) The project noise and vibration performance standards for construction (conditions 25, 26 and 27).
 - (ii) Information about noise and vibration sources within the construction area and the locations of sensitive noise and vibration receivers.
 - (iii) Construction machinery operation instructions relating to mitigating noise and vibration.
- (o) Methods and measures to mitigate adverse noise and vibration effects including, but not limited to, structural mitigation such as barriers and enclosures, the scheduling of high noise and vibration construction, use of low noise and vibration machinery, temporary relocation of affected receivers or any other measures or offer agreed by the Requiring Authority and the affected receiver.
- (p) Monitoring systems and construction methodologies shall be developed and implemented so that the vibration limits given in 26.1 are not exceeded unless:
 - (i) Further detailed assessment of the specific construction plant to be used (from site specific trials); and
 - (ii) Specific vulnerability assessment of all sensitive features of the CPO building have been undertaken; that
 - (iii) Clearly demonstrate that higher vibration limits are appropriate.
- (q) The vulnerability assessment of sensitive features (required by condition 28.3(p)(ii)) shall include:
 - (i) A description of the existing condition and quality of the features;
 - (ii) An assessment of the likely extent of the effect of the higher vibration limits on those features;
 - (iii) Clear identification of the areas to which the higher limits apply.
- (r) The proposed methods for monitoring construction noise and vibration to be undertaken by a suitably qualified person for the duration of construction works including:
 - (i) Updating the predicted noise and vibration contours based on the final design and construction activities.
 - (ii) Confirm which buildings are to be subject to a pre and post building condition survey in accordance with Condition 31. This includes consideration of those buildings in Appendix 1.

- (iii) The timing and location for monitoring of buildings during construction is required.
- (iv) Identifying appropriate monitoring locations for receivers of construction noise and vibration.
- (v) Procedures for working with the Communication and Consultation Manager to respond to complaints received on construction noise and vibration, including methods to monitor and identify noise and vibration sources.
- (vi) Procedures for monitoring construction noise and vibration and reporting to the Auckland Council Consent Monitoring officer.
- (vii) Procedures for how works will be undertaken should they be required as a result of building condition surveys.
- (s) Cross references to the specific sections in the Communication and Consultation Plan which detail how landowners and occupiers are to be communicated with about noise and vibration effects.
- (t) The identification of structure type (in accordance with condition 26) of any buildings or structures subject to a building condition survey required by condition 31.

BUILT HERITAGE/ARCHAEOLOGY

29. Historic Heritage - Built Heritage

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

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

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

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

- (a) Identification of the key heritage values of the CPO.
- (b) Details of the assessment of alternative construction methods which may achieve the objective of the CPO DWP.
- (c) Details of how the option selected by the Requiring Authority achieves the objective of the CPO DWP.
- (d) Preparation of a Building Record and Salvage Strategy that outlines a suitable set of procedures for the removal, storage and for later refitting and reuse of elements of the CPO.
- (e) The proposed methods for monitoring building damage that are to be undertaken by a suitably qualified person for the duration of the Project works.
- (f) Identification and methodology for recording Built Heritage elements directly affected by the construction, or associated pre- and post- construction, which are to be:
 - (i) Adaptively reused;
 - (ii) Partially retained in design and construction;
 - (iii) Integrated into other elements of the City Rail Link.
- (g) The key stages of the preferred construction option when a suitably qualified heritage architect will be required on site to monitor sensitive works and to make decisions regarding construction works that may result in adverse effects on the built heritage values of the Chief Post Office building.
- (h) In addition to the CPO, the CPO DWG is to detail:
 - (i) How other Built Heritage Buildings and Structures will be protected during construction through the use of screening or other protective measures to mitigate adverse construction effects; and

- (ii) How mitigation or rectification of damage to Built Heritage Buildings and Structures identified in Appendix 1 will be addressed.
- (i) Cross references to the specific sections in the Communication and Consultation Plan which detail how HNZPT, Auckland Council's Built Heritage Unit and the CPO long-term lessee (see condition 16) are consulted, and the communication with the general public on the management of the adverse effects relating to Built Heritage.
- (j) How reinstatement works for the CPO building will address the permanent treatment of heritage elements identified in the Heritage Covenant and Revised Conservation Plan (2003).

30 Historic Heritage – Archaeology DWP

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

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

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

- (a) Details of pre-construction briefing(s) for contractors on site to inform them of the nature and form of archaeological material that may be encountered. Training procedures for all contractors are to be undertaken in advance of construction, regarding the possible presence of cultural or archaeological remains, what these remains may look like, and the relevant provisions of the HNZPT Act 2014 relating to archaeological sites. Attendance at these briefing and training sessions is to be recorded.
- (b) The regulatory role of HNZPT under the archaeological provisions of the HNZPTA 2014 in the management of archaeological remains is to be clearly identified.
- (c) A methodology for the supervision and inspection of all excavations.
- (d) A plan which shows the areas to be monitored for archaeological material.
- (e) A methodology, which is to be updated and confirmed prior to works commencing, for monitoring, recording, sampling, investigation and analysis to include provision for:
 - (i) Procedures for recording any archaeological remains or evidence before it is modified or destroyed, including opportunities for the conservation and preservation of artefacts and eco-facts (biological material) that are discovered. Consideration shall be given to the incorporation of in-situ material or artefacts into the design of stations and / or public places associated with the Project works.
 - (ii) Provision for 'post-excavation' archiving, assessment and analysis of the archaeological records and materials; and publication of results of these works within 12 months of completion of archaeological works or annually if the works form part of a staged project over an extended period of time, which-ever is the lesser.
 - (iii) Allocation of resources for Carbon 14 dating and eco-fact treatment and conservation (wood, metal and other organic material).
- (f) An artefact management plan (see HNZPT Artefact Management information sheet), the purpose of which is to outline where artefacts will be stored (both short and long term), analysed and either displayed, discarded or returned to landowner (see the Protected Objects Act 1975)
- (g) Protocols (tikanga) for discovery of artefacts of Māori origin, especially koiwi. (h) Protocols for compliance with the Protected Objects Act 1975.
- (i) Cross references to the specific sections in the Communication and Consultation Plan which details how HNZPT, Auckland Council's Heritage Unit (Cultural Heritage Implementation) and mana whenua (see condition 9) are consulted, and the communication with the general public on the management of the adverse effects relating to pre and post 1900 archaeology.

(j) How opportunities to interpret and display archaeological finds to the public within the Project area will be identified and implemented, including how HNZPT and Auckland Council's Heritage Unit (Cultural Heritage Implementation) will be involved in this process.

(k) A methodology for the updating of the New Zealand Archaeological Association ARCHSITE database and the Auckland Council Cultural Heritage Inventory files and for the reporting of the work undertaken at the completion of construction.

BUILDING CONDITION SURVEYS

31. Process for Building Condition Surveys

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

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

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

- (a) Age of the building
- (b) Construction types
- (c) Foundation type/s
- (d) General building condition
- (e) Proximity to any excavation
- (f) Whether the building is earthquake prone and
- (g) Whether any basements are present in the building.

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

- (a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP.
- (b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report
- (c) The Requiring Authority shall contact the owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment.
- (d) The Requiring Authority shall record all contact, correspondence and communication with owners and this shall be available on request for the Auckland Council Consent Monitoring Officer.
- (e) Should agreement from owners to enter property and undertake a condition assessment not be obtained within 3 months from first contact, then the Requiring Authority shall not be required under these designation conditions to undertake these assessments.
- (f) The Requiring Authority shall undertake a visual inspection during "active construction" if requested by the building owner where a pre-construction condition assessment has been undertaken.
- (g) The Requiring Authority shall develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the Project works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building.

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

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

31.3 During construction:

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

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

31.4 Following construction:

(a) The Requiring Authority shall, within 12 months of the commencement of operation of the Project, contact owners of those buildings and structures where a Building Condition Survey was undertaken to confirm the need for undertaking a post-construction condition assessment.

(b) Where a post-construction building condition survey confirms that the building has deteriorated as the result of construction or operation works relating to the Project, the Requiring Authority shall, at its own cost, rectify the damage.

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

PUBLIC ART

32. Public Art DWP

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

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

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

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

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

SOCIAL IMPACT AND BUSINESS DISRUPTION

33. Social Impact and Business Disruption DWP

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

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

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

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

- (a) Understand client and visitor behaviour and requirements and operational requirements of community facilities and businesses.
- (b) Identify the scale of disruption and adverse effects likely to result to businesses, residents and any community services/facilities as a result of construction of the Project.
- (c) Assess access and servicing requirements and in particular any special needs of residents and businesses.
- (d) To develop methods to address matters outlined in (b) and (c) above, including:
 - (i) The measures to maximise opportunities for pedestrian and service access to businesses, residents and community services/facilities that will be maintained during construction, within the practical requirements of the Transport, Access and Parking condition 24 and the Transport, Access and Parking DWP.
 - (ii) The measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction.
 - (iii) The measures to promote a safe environment, taking a crime- prevention-through-environmental-design approach.
 - (iv) Other measures to assist businesses and social services/facilities to maintain client/customer accessibility, including but not limited to client/customer information on temporary parking, parking options and access
 - (v) Other measures to assist residents, businesses and social services/facilities to provide for service delivery requirements.
 - (vi) The process (if any) for re-establishment and promotion of normal business operation following construction.
 - (vii) If appropriate and reasonable, requirements for temporary relocation during construction and/or assistance for relocation (including information to communities using these services and facilities to advise of relocations).

33.4 The Social Impact and Business Disruption DWP shall include:

- (a) A summary of the findings and recommendations of the Social Impact Assessment report (2015).
- (b) A record of the consultation undertaken with the community including specific access and operational requirements of individual businesses and residents including, if relevant, consultation on the necessity for, and the feasibility of, options and requirements for temporary relocation during construction and/or assistance for relocation).
- (c) An implementation plan of the methods to mitigate the disruption effects (as developed in 33.3 above).
- (d) Reference to any site/business specific mitigation plans that exist (though these may not be included in the DWP).

- (e) Cross reference to detail on how the CEMP and DWPs have responded to the issues of resident, business and social service/facility accessibility and amenity.
- (f) Details of on-going consultation with the local community through the Community Liaison Groups to provide updates and information relating to the timing for project works and acquisition.
- (f) The process for resolution of any disputes or complaints in relation to the management / mitigation of social impacts (including business disruption impacts).

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

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

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

AIR QUALITY

33A Air Quality DWP

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

33A.2 The objective of the Air Quality DWP is to detail the best practicable option to avoid dust and odour nuisance being caused by construction works and to remedy any such effects should they occur.

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

- (a) The procedures to be implemented for the continuous monitoring of Total Suspended Particulate (TSP) concentrations and meteorology including, but not limited to, the establishment of two monitoring sites (to the north and south of the site);
- (b) Identification of the sensitive locations, and the specific methods for monitoring, including trigger limits to determine whether further action (such as implementation of the mitigation measures discussed below or other mitigation measures) is required;
- (c) Procedures for responding to malfunctions with construction machinery or works causing accidental dust discharges including, but not limited to, the requirement to remedy any malfunction within 24 hours;
- (d) Procedures for monitoring weather conditions and the requirement that water spray is used on soil stockpiles, any non-paved construction areas, and the wheels of trucks where dust may disperse beyond the site;
- (e) Procedures for establishing when the covering of trucks will be required;
- (f) Procedures for determining when hard surfaced areas in construction yards and active construction areas should be cleaned including, but not limited to, the requirement that such areas be cleaned whenever dust generation occurs due to traffic on these surfaces;
- (g) Procedures for responding to discharges of odour (including in the event of excavation of contaminated sites) including, but not limited to, the requirement to address discharge of objectionable odour by immediately ceasing the activity causing the discharge;
- (h) Procedures for equipment inspection (including timeframes for regular inspections), maintenance, monitoring and recording, including baghouses, pressure relief valves and high level alarms to mitigate dust emissions;

(i) Procedures for, where practicable, limiting dust and odour nuisance and the methods for monitoring these procedures including Identification of contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as:

(i) Cleaning of air filtration intakes; or

(ii) Cleaning of other buildings and infrastructure;

(j) Procedures for responding to any complaints received and the timeframes for response to complaints and reporting;

(k) Cross references to the specific sections in the Communication and Consultation Plan which detail how the communities in the vicinity of construction works are to be communicated with on the management of the adverse effects relating to air quality.

URBAN DESIGN

33B Urban Design DWP

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

(a) Enable the integration of any above ground construction works and structures and the Station Plaza Accommodation into the surrounding landscape and design context so far as reasonably practicable having regard to the temporary nature of the Project;

(b) Provide for the use and reinstatement of Station Plaza to the same or better standard as existed prior to the Project works being undertaken; and

(c) Include provision for the use and reinstatement of Construction Support Areas A and C.

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

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

(a) Design for the Station Plaza Accommodation and Construction Support Areas A and C should:

(i) Ensure a safe and secure pedestrian environment through the incorporation, implementation and management of best practice crime-prevention-through-environmental-design principles, systems and equipment.

(ii) During construction, way-finding signs should be easy to identify and understand and should indicate convenient and safe universal access pedestrian movement routes on public streets.

(iii) Any hoardings or fencing required during construction should be perceived as an integral design element of the Station Plaza building.

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

(a) As a minimum, the same standard that existed prior to the project works being undertaken; and

(b) In a manner that is coherent within the wider area and/or recent public realm upgrades in the area.

33C Interim Vibration Testing

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

33D Track Form Design DWP

33D.1 During the design and prior to construction and installation of the track-form the Requiring Authority shall prepare a Track Form Design DWP (TFD DWP). The objective of the TFD DWP is to demonstrate how

the design will achieve compliance with the operational vibration and regenerated noise standards of condition 34.

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

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

OPERATIONAL CONDITIONS

34. Operational Rail Vibration

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

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

Notes:

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

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

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

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

35. Operational Noise – Mechanical Ventilation Plant

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

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

35.2 Measurements shall be undertaken in accordance with New Zealand Standard NZS 6801:2008 “Acoustics – Measurement of environmental sound” and assessed in accordance with New Zealand Standard NZS 6802:2008 “Acoustics - Environmental Noise”.

36. Operational Noise and Vibration Management Plan (ONVMP)

36.1 To manage the adverse effects from the maintenance and operation of the Project, the Requiring Authority shall, prior to the operation of the Project, prepare an Operational Noise and Vibration Management Plan, (ONVMP) to the satisfaction of Auckland Council’s Compliance Monitoring Manager.

The objective of the ONVMP shall be to ensure that the tracks, rolling stock and associated infrastructure (including ventilation and other mechanical plant) are maintained and operated in accordance with maintenance standards as outlined in the Requiring Authority’s maintenance programme for the Project, so that operational noise and vibration levels received at noise sensitive receiver locations comply with Condition 34, and noise levels comply with Condition 35.

36.2 The ONVMP shall set out procedures for:

- (a) Determining the best practicable option to manage operational noise and vibration.
- (b) The maintenance of rolling stock to minimise noise and vibration emissions including, but not limited to, the management of wheel roughness and flats, braking systems, cooling systems, suspension systems and any other significant source associated with the operation of locomotives.
- (c) The maintenance of tracks to minimise noise and vibration emissions, including, but not limited to, the management of curve squeal, rail roughness, joint constructions and any other significant source associated with the use of the tracks.
- (d) The implementation of mitigation measures associated with the operation and maintenance of the Project, for the operational life of the Project.
- (e) The management of noise and vibration and regenerated noise resulting from maintenance of the line, including, but not limited to activities such as:
 - (i) Rail grinding and polishing
 - (ii) Use of rail maintenance trucks
 - (iii) Inspection of tracks
- (f) The management of noise from the operation of the line, including, but not limited to, the use of audible warning devices and acceleration / deceleration controls (where relevant).
- (g) The management of noise and maintenance of noise-generating equipment from stations and associated ventilation and mechanical plant infrastructure including, but not limited to, PA systems, fans and ventilation noise and audible warning devices.
- (h) The Requiring Authority shall prepare a monitoring regime to include:
 - (i) The identification of monitoring locations; and
 - (ii) An annual check of operational rail reradiated noise in relation to the Chief Post Office, in accordance with condition 34.

(i) The results of this annual monitoring are to be provided to Auckland Council's Compliance and Monitoring Manager. In the event of non-compliance with condition 34, mitigation shall be implemented in accordance with the provisions of the ONVMP.

36.3 The ONVMP shall be adhered to at all times. It may be updated or amended at any time with the approval of Auckland Council's Compliance Monitoring Manager.

ADVICE NOTES

AN1 It is unlawful to modify or destroy a pre-1900 (or post -1900 archaeological site declared under s43 of the HNZPT Act 2014) archaeological site without the prior authority of HNZPT issued under the HNZPT Act 2014. That authority will include a comprehensive set of conditions in respect of the management, monitoring, recording, investigation, analysis and reporting of archaeological evidence that may be encountered. The HNZPTA 2014 also requires that approval is sought of persons nominated to undertake the activity under an authority. Requirements under the HNZPTA should be confirmed directly with Heritage New Zealand Regional Archaeologist (ArchaeologistMN@heritage.org.nz).

In the event of unanticipated archaeological sites or koiwi being uncovered the Requiring Authority shall cease activity in the vicinity until it has the relevant approvals, and consulted with Heritage New Zealand Pouhere Taonga and relevant iwi interests.

AN2 The Requiring Authority will need to acquire the relevant property interests in land subject to the designation before it undertakes any works on that land pursuant to the designation. That may include a formal Public Works Act 1981 acquisition process. It is acknowledged that property rights issues are separate from resource management effects issues and that the resolution of property issues may be subject to confidentiality agreements between the Requiring Authority and the relevant landowners.

AN3 Prior to construction if Network Utility Operators are carrying out works that do not require prior written consent of the Requiring Authority in accordance with condition 6 of this designation, they must carry out those works in accordance with the Corridor Access Request (CAR) Process (as set out in Part 4 of the National Code of Practice for Utility Operators' Access to Transport Corridors 2011) where that process applies to the works being carried out.

AN4 Subject to these conditions, under section 176 of the RMA no person may do anything in relation to the land subject to the designation that would prevent or hinder the Project without the written approval of the Requiring Authority.

AN5 Some of the land is subject to existing designations. Nothing in these designation conditions negates the need for the Requiring Authority to adhere to the provisions of section 177 of the RMA.

AN6 Tyler and Galway Streets and Construction Support Area B are located within the footprint of CRL Designation 1 and as such are subject to condition 47 of that designation. This condition requires the development of an Urban Design Delivery Work Plan to ensure that the areas within the designation footprint used during the construction of the CRL are restored.

AN7 Condition 11.4 of the Britomart Designation requires the Station Plaza Urban Design DWP to show how the plan will integrate with adjacent construction works and interrelated activities (e.g. City Rail Link).

Appendix 1 to the Designation– Heritage buildings for building condition surveys. Refer condition 31

Condition 31 of this designation requires as part of the CEMP process the confirmation of where and when building condition surveys will be undertaken in relation to Built Heritage (including those affected as a result

of excavation). In accordance with condition 31, a building condition survey shall be undertaken as a minimum for the following buildings:

Address	Property Known As
12 Queen Street	Chief Post Office or Britomart Transport Centre
2 Queen Street	Endeans Building
8 Customs Street East	Mercure Hotel
152 Quay Street	Harbour View Building
148 Quay Street	
20 Customs Street East	Levy Building
14-18 Customs Street East	Former Sofrana House
10 Customs Street East	Barrington Building
21 Queen Street	Zurich House

Appendix 2 to the Designation– showing sites for traffic monitoring. Refer Condition 24.3

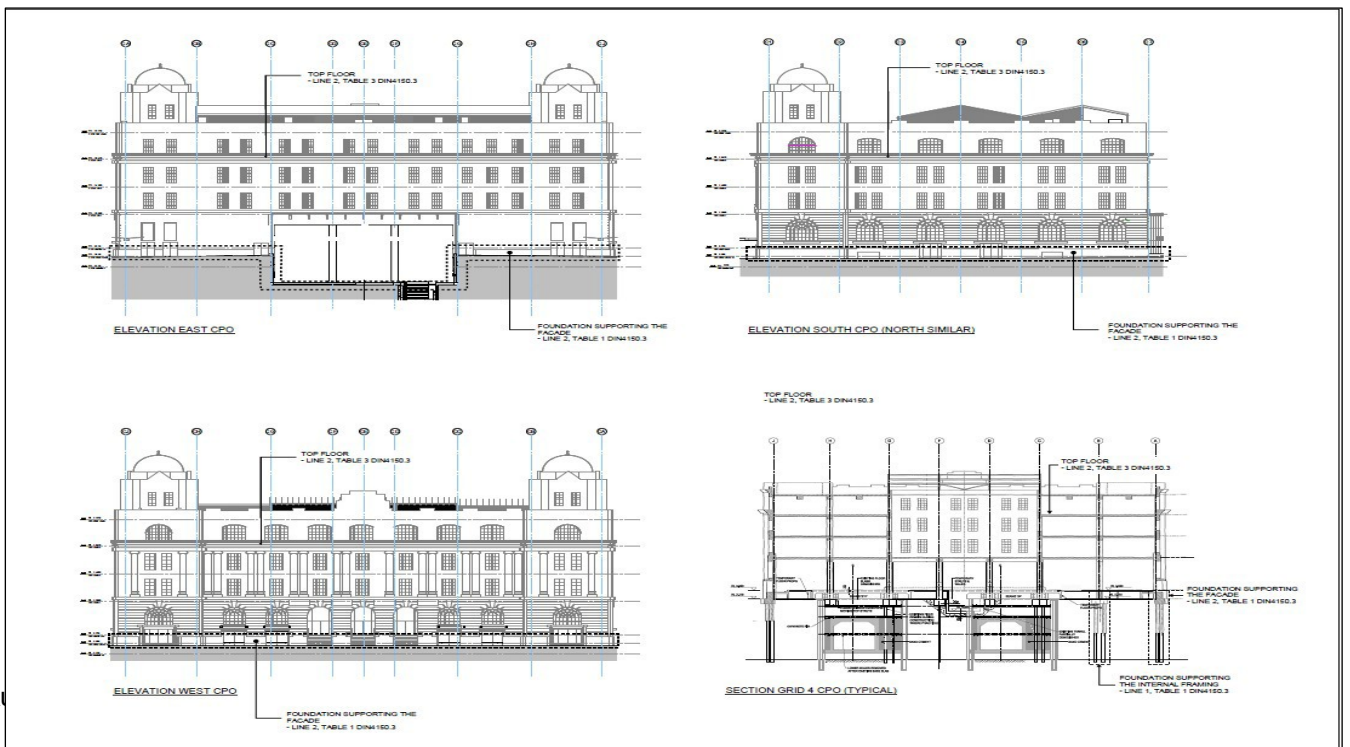
Note: This list references the figure in Appendix 2 of the Alteration to the Designation decision from Auckland Transport

Address	Property Known As
2 Queen Street	Endeans Building
8 Customs Street East	Mercure Hotel
152 Quay Street	Harbour View Building
148 Quay Street	
20 Customs Street East	Levy Building
14-18 Customs Street	
10 Customs Street East	Barrington Building
16 Customs Street East	

Location plan showing sites for traffic monitoring



Appendix 3 – Diagram of the Chief Postal Office Building indicating the foundations supporting the masonry façade and the building’s highest floor. Refer Condition 26.3



Attachments

No attachments.

Attachment 3: Updated text to D2501 (Clean)

2501 Britomart Transport Station

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

Purpose

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

Conditions

The Works conditions

The following conditions apply to the Works.

DEFINITIONS

The Works

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

Adjacent Properties

Endeans Building and 152 Quay Street on Tyler Street and the Barrington and Sofrana Buildings on Galway Street.

Unforeseen Event

Means an event or circumstance beyond the reasonable control of the Requiring Authority which by the exercise of due care, skill and diligence the Requiring Authority is not able to prevent or overcome and which prevents the Requiring Authority from completing the Works by 20 December 2023, and shall include the following events or circumstances where such requirements are met:

- (a) fire, landslide, earthquake, lightning, storm, flood, volcanic eruption, tsunami or tempest;
- (b) a strike, lock-out or labour dispute; or
- (c) an act of terrorism, sabotage, blockade, insurrection, riot, civil disturbance or epidemic.

CONDITIONS

Condition 1W

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

- (a) CRL Notice of Requirement for Alteration of BTC Designation 2501 - 25 June 2021, including:
- (i) Construction Support Activities at Station Plaza – Britomart: Construction Environmental Management Plan, prepared by Aurecon New Zealand Limited: Document reference CRL-BTM-RME-000-RTP-0002, dated 7 October 2021. The Construction Environmental Management Plan describes how delivery of concrete for Stage 1 will be maximised from the CRL Aotea construction site to achieve at least 50% of concrete delivery from the Aotea construction site
 - (ii) City Rail Link: Britomart Transport Centre: Construction Traffic Management Plan, prepared by Flow Transportation Specialists Ltd: Document reference R2A210621, dated 25 June 2021
 - (iii) CRL BTC Designation Alteration: Construction Noise Management Plan, prepared by Marshall Day Acoustics: Document reference RP002 20210287, dated 1 October 2021
 - (iv) Britomart C7 Works Ventilation Management Plan, Revision A00, dated 22 January 2021

Where there is inconsistency between the documents provided by the Requiring Authority listed above and the requirements of these conditions, these conditions shall prevail.

Condition 1Wa

Concrete truck deliveries and other major deliveries made using 4-axle trucks of 8.1m or less shall be in general accordance with *ATCR007-D001-Britomart NOR CTMP Concrete Truck Tracking*, dated 4 October 2021.

Condition 2W

The Works shall be completed by 20 December 2023, unless completion is delayed as a result of Covid-19 restrictions or an Unforeseen Event, in which case the Works shall be completed on the new date as certified by Auckland Council following the process set out in the balance of this Condition 2W below.

In the event that completion has been delayed as a result of Level 3 and/or Level 4 Covid-19 restrictions or an Unforeseen Event, the Requiring Authority shall provide Auckland Council a report for certification within 15 working days of the end of Alert Level 3 Covid-19 restrictions (for Covid-19 lockdown restrictions) or the date of the Requiring Authority's knowledge of the Unforeseen Event that includes (as a minimum):

- (a) Confirmation of the new anticipated completion date of the Works.
- (b) Details of the activities delayed, likely effects on receivers associated with those activities, and any proposed additional mitigation of those effects.
- (c) Evidence that feedback has been sought on matters detailed in Condition 2W(a) and (b) and details of any feedback received from:
 - (i) Auckland Council
 - (ii) Cooper and Company Limited
 - (iii) Auckland Transport
 - (iv) Body Corporate 107678 (152 Quay Street)
 - (v) Body Corporate 095035 (Endeans Building)

The report shall be deemed certified when the Requiring Authority has received written confirmation from Council.

Condition 3W

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

Construction Traffic Management Plan (CTMP)

Condition 4W

A Construction Traffic Management Plan (CTMP) shall be prepared, implemented and complied with for the duration of the Works. The objective of the CTMP is to provide a framework for the avoidance and mitigation of construction traffic effects on the following (in no particular order of priority):

- (a) The safe movement of pedestrians.
- (b) The operation of public transport services.
- (c) Emergency service vehicle access.
- (d) Access to Adjacent Properties.
- (e) General traffic including deliveries.

To achieve the objective, the CTMP shall include details of the following:

- (f) A maximum length of 15m of the existing loading bay on the southern side of Tyler Street, immediately adjacent to the Glasshouse, shall be available to the public for loading at all times for the duration of the Works.
- (g) Subject to intermittent disruption permitted under sub-clause (j), how vehicle access to Adjacent Properties shall be maintained for the duration of the Works. Measures shall include (but not be limited to) the provision of a general traffic lane of at least 3.0m wide along the northern side of the construction zone on Tyler Street between lower Queen Street and Commerce Street.
- (h) How safe pedestrian access on the northern side of Tyler Street between lower Queen Street and Commerce Street that maintains access to public transport and adjacent sites shall be provided for the duration of the Works. This shall include but not be limited to the provision of a 1.5m wide pedestrian access on the northern side of Tyler Street between lower Queen Street and Commerce Street.
- (i) How the existing pedestrian access to Britomart Station, through the Chief Post Office building, shall be maintained.
- (j) How vehicle movements associated with the Works (including but not limited to concrete delivery) will be managed in a safe and efficient manner. Measures shall include (but not be limited to):
 - (i) Vehicles undertaking major deliveries associated with the Works shall not reverse into Tyler Street at any time, unless otherwise agreed with the Auckland Transport corridor access team prior in accordance with Condition 4W(k) and following consultation with the Adjacent Properties.
 - (ii) The timing of concrete delivery shall be coordinated to provide for the safety of and minimise impact on the efficient operation of Commerce Street and Tyler Street, and the movement of pedestrians and all modes of transport on Commerce Street and Tyler Street with priority given to pedestrians and public transport, essential movements including emergency services and access to properties, and lastly private car travel (being extraneous through traffic on Commerce Street).
 - (iii) There shall be no more than one concrete truck in the Station Plaza site compound at any one time.

- (iv) There shall be no more than one concrete truck in the Tyler Street concrete truck waiting area at any one time. The time spent in the waiting area shall be minimised to the extent practicable.
 - (v) The identification of any required remote waiting locations for concrete trucks waiting to access Tyler Street.
 - (vi) All heavy vehicle movement to and from the site shall be restricted to occurring via Quay Street (east of Commerce Street) and the intersection of Commerce Street and Quay Street.
 - (vii) Vehicle access to the lower Queen Street frontage of 2 Queen Street (Endeans Building) via Tyler Street, as provided for in the Pedestrian Mall Declaration [Resolution 16376A dated 11 June 2021] and the Draft Operational Strategy and Management Plan for Te Komititanga shall be maintained at all times where practicable for the duration of the Works. If this vehicle access cannot be achieved via Tyler Street, access to lower Queen Street via Galway Street shall be provided for.
 - (viii) The use of Tyler Street (between Commerce Street and Lower Queen Street, excluding the area subject to Pedestrian Mall Declaration [Resolution 16376A dated 11 June 2021]) is to be prohibited for any vehicle not heading to or from properties within Tyler Street (including the Endeans Building and 152 Quay Street), or for access to the Station Plaza site compound, or any other essential purpose, for the duration of the concrete deliveries. This is to be achieved by temporary traffic controls within Tyler Street (from immediately west of the intersection with Commerce Street). The measures within Tyler Street are to enable the safe manoeuvring of trucks entering and exiting the site, and to maintain safety of pedestrians and vehicles, and may include but not be limited to, restrictions on car parking, and the location of loading areas.
 - (ix) The restriction of vehicle traffic associated with workers travelling to the site, other than for the temporary purposes of delivery of construction equipment or materials that cannot be readily transported on foot.
 - (x) Non-concrete truck major deliveries shall be scheduled so that they are not undertaken simultaneously with concrete truck deliveries.
 - (xi) Construction, contractor or delivery vehicles associated with the Works shall not use the 152 Quay Street carpark on Tyler Street for parking or turning purposes.
 - (xii) Traffic movements at the intersection of Tyler Street and Commerce Street associated with the Works shall be managed to ensure the safe and efficient movement of traffic turning in and out of Tyler Street.
- (k) Where a change in traffic management from that assessed is a requirement of the Temporary Traffic Management Plan (TTMP), then the CTMP shall be reviewed and updated as necessary following consultation with Adjacent Properties and provided to Auckland Council for certification ten working days prior to Works commencing.

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

Advice note

Should removal of on street parking be required to enable provision of a general traffic lane and pedestrian access on the northern side of Tyler Street and accommodate truck manoeuvring in Tyler Street, the Requiring Authority will need to initiate formal removal of these spaces with Auckland Transport prior.

Condition 5W

No construction support activities comprising the Works (including construction vehicle traffic and parking, delivery of concrete, or delivery of other materials and equipment) shall be undertaken within Galway Street (between Commerce Street and Lower Queen Street), except for the following:

- (a) Activities (including delivery of equipment and materials) required for initial establishment, maintenance, and disestablishment of the site compound and construction support facilities within Station Plaza and the Station Plaza Accommodation building, including establishment, maintenance, and disestablishment of the ventilation fans at the southern side of the Glasshouse and deconstruction of the Station Plaza Accommodation building; and
- (b) Activities required for the reinstatement of Station Plaza in accordance with Condition 8W.

The proposed methodology, timing and duration of the activities provided for in (a) and (b) shall be discussed and agreed with Cooper and Company Limited prior to commencement of those activities.

Advice Note

The final paragraph of Condition 5W is an Augier condition. The Requiring Authority and Cooper and Company Limited intend that the details of the obligation encapsulated in the final paragraph in this condition will be set out in a side agreement.

Condition 6W

Within the Britomart Precinct, construction traffic associated with the Works shall not use Gore Street or Tyler and Galway Streets (between Commerce Street and Britomart place). Concrete trucks and other heavy goods vehicles (being vehicles with a gross vehicle mass exceeding 12 tonnes) associated with the Works shall not use Britomart Place.

Condition 7W

A minimum of 5 working days' advance notice shall be given to the Adjacent Properties of the intention to commence concrete delivery for each of the Stage 1 and Stage 2 deliveries. The notice shall include:

- (a) The intended start and completion dates for the Stage;
- (b) The expected total number of concrete trucks and the maximum number per day for the Stage;
- (c) The hours of operation for the Stage;
- (d) Any measures to be adopted for the Stage to ensure continued access to Adjacent Properties is maintained at all times;
- (e) A contact number in addition to the person specified at Condition 9W who can be contacted by Adjacent Properties to address any issues of access at short notice.

Condition 8W

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

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

Condition 9W

The Requiring Authority shall make an identified contact person available 24 hours, seven days a week for the duration of the Works for public enquiries and complaints regarding the Works, and who is authorised to provide immediate responses to complaints regarding non-compliance with the Works conditions and/or management plans, including in relation to access to Adjacent Properties or access to Lower Queen Street in accordance with Condition 4W(j)(vii). Contact details shall be provided in the Construction Environmental Management Plan (CEMP) described in Condition 1W.

Condition 10W

In addition to Condition 9W, upon receiving a concern or complaint during the Works, the Requiring Authority shall instigate the process to address concerns or complaints received about adverse effects or non-compliance, as set out in the CEMP described in Condition 1W and shall include:

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

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

- (d) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.
- (e) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.
- (f) Known CRL construction activities at the time and in the vicinity of the concern or complaint.
- (g) Any other activities in the area unrelated to the CRL construction that may have contributed to the concern or complaint such as construction, fires, traffic accidents or unusually dusty conditions generally.
- (h) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

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

Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required.

Condition 11W

The Requiring Authority shall utilise the existing CRL mana whenua forum for the purpose of undertaking kaitiakitanga responsibilities associated with the Works, including monitoring, assisting with discovery procedures, and providing mātauranga Māori input.

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

Condition 12W

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

Condition 13W

The noise level arising from the Works shall not exceed the noise limits in the following table. The BPO in the CNMP shall be implemented if the BPO trigger in the following table is exceeded.

Receiver	Noise limit for concrete pumping	Noise limit for ventilation fans	Any other activity associated with the Works
2 Queen Street (Edeans Building)	75dB LAeq and 90dB LAFmax BPO trigger: 70dB LAeq and 85dB LAFmax	60dB LAeq BPO trigger: 45dB LAeq	Rule E25.6.28 of the Auckland Unitary Plan: Operative in Part applies
152 Quay Street	75dB LAeq and 90dB LAFmax BPO trigger: 73dB LAeq and 85dB LAFmax		
148 Quay Street	80dB LAeq and 95dB LAFmax BPO trigger: 75dB LAeq and 90dB LAFmax		
8 Customs St East	75dB LAeq and 90dB LAFmax BPO trigger: 70dB LAeq and 85dB LAFmax		
13-17 Galway Street / 10 Customs St East (Barrington and Sofrana Buildings)	75dB LAeq and 90dB LAFmax BPO trigger: 70dB LAeq and 85dB LAFmax		
Footpath outside Barrington and Sofrana Buildings	75dB LAeq and 90dB LAFmax BPO trigger: 50dB LAeq and 65 dB LAFmax		
2 Commerce Street	75dB LAeq and 90dB LAFmax BPO trigger: 70dB LAeq and 85dB LAFmax		
25 Galway Street	75dB LAeq and 90dB LAFmax BPO trigger: 70dB LAeq and 85dB LAFmax		

Footpath outside 33 Tyler Street (Ortolana Restaurant façade)	75dB LAeq and 90dB LAFmax BPO trigger: 50dB LAeq and 65 dB LAFmax		
Any other receiver	Rule E25.6.28 of the Auckland Unitary Plan: Operative in Part applies.		

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

Condition 14W

The Requiring Authority shall adopt the BPO where the BPO trigger(s) in Condition 13W are exceeded. Where the BPO trigger(s) in Condition 13W cannot practicably be achieved, the Requiring Authority shall not exceed the noise limit(s) in Condition 13W and will prepare a construction noise schedule that sets out:

- (a) how long the BPO trigger(s) will be exceeded;
- (b) evidence that feedback has been sought and details of any feedback received from receivers affected by the BPO trigger exceedance as determined by the CNMP;
- (c) how the BPO will be applied to achieve the BPO trigger(s) as soon as practicable.

The schedule shall be provided to the Auckland Council noise monitoring officer for certification within ten working days of identification of exceedance of the relevant BPO trigger(s). The schedule shall be deemed certified when the Requiring Authority has received written confirmation from Council. The Works shall thereafter be carried out in general accordance with the certified construction noise schedule.

Condition 15W

In carrying out the Works, CRLI shall at all times use its best endeavours to achieve the amenity and operational outcomes stated in the Development Deed for the Britomart Precinct between Cooper and Company Limited and Auckland Council.

Advice Note

This is an *Augier* condition. The Requiring Authority and Cooper and Company Limited intend that the details of the obligation encapsulated in this condition will be set out in a side agreement.

The Project conditions

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

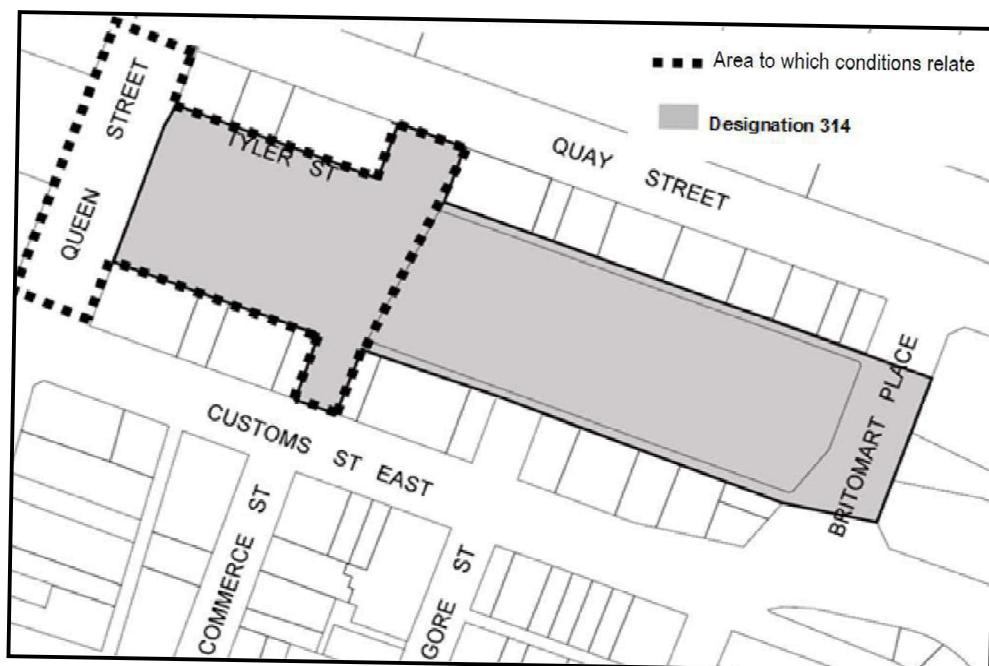


Figure 1: Area of Britomart Transport Centre Designation 314 to which the following conditions relate.

DEFINITIONS:

Consult, Consulting, Consultation

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

Fully operational traffic lane

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

Two way access

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

Sensitive Noise and Vibration Receivers

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

- Dwellings
- Offices
- Schools, including Child Care Centres and tertiary facilities
- Libraries
- Hospitals
- Rest Homes
- Marae and other Cultural Centres

- Churches
- Hotels or other accommodation facilities.

Best practicable option

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

Historic Heritage

Includes heritage buildings, sites and places identified in the New Zealand Heritage List or in the Auckland Council District Plan (Central Area Section) or specifically identified in these conditions.

Mana Whenua

Mana whenua for the purpose of this designation are considered to be the following (in no particular order), who at the time of NoR expressed a desire to be involved in the City Rail Link Project:

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

Material change

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

Peak Particle Velocity (PPV)

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

Delivery Work Plans

Delivery Work Plans will contain specific objectives and methods for avoiding, remedying or mitigating effects and address the following topics:

- Transport, Access and Parking (Condition 24);
- Construction Noise and Vibration (Condition 28);
- Historic Heritage – Built Heritage (Condition 29)
- Historic Heritage – Archaeology (Condition 30)
- Public Art (Condition 32);
- Social Impact and Business Disruption (Condition 33);
- Air quality (Condition 33A);
- Urban Design (condition 33B); and
- Track Form Design (Condition 33D)

The Project

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

Railway Station

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

Track Form

The elements between the rails and the tunnel track bed.

ABBREVIATIONS

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

GENERAL CONDITIONS

Condition No 1

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

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

1.2 Where there is inconsistency between:

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

Condition No 2

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

Condition No 3

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

- (a) Review the area of land designated for the Britomart Transport Centre.
- (b) Identify any areas of designated land that are either no longer necessary for construction activities associated with the Project, or no longer necessary for the on-going operation and/or maintenance of

the Britomart Transport Centre or for on-going mitigation measures, specifically the area identified as Construction Support Area B in lower Queen Street.

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

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

Condition No 4

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

(a) Hand held jackhammer.

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

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

(d) Piling.

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

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

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

5. Appointment of Communication and Consultation Manager

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

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

6. Pre-Construction Communication and Consultation Plan

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

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

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

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

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

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

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

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

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

(i) Who is responsible for a response;

(ii) How a response will be provided; and

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

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

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

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

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

(c) Heritage New Zealand Pouhere Taonga

(d) Network Utility Operators; and

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

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

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

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

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

(i) Newsletters.

(ii) Newspaper advertising.

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

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

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

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

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

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

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

7. Network Utility Operators

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

- (a) Maintenance of and urgent repair works to existing Network Utilities.
- (b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations.
- (c) Minor works such as new property service connections.
- (d) Upgrades to existing Network Utilities within the same or similar location with the same or similar effects on the Britomart Transport Centre designation.

7.2 For the avoidance of doubt, in this condition an “existing Network Utility” includes infrastructure operated by a Network Utility Operator which was:

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

8. Community Liaison Group

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

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

- (a) Representative(s) for and/or directly affected and affected in-proximity property owners and occupiers.
- (b) CBD Residents Advisory Group.
- (c) Heart of the City.

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

- (a) Provide a means for receiving regular updates on Project progress.
- (b) Monitor the effects of constructing the Project on the community by providing a regular forum through which information about the Project can be provided to the community.
- (c) Enable opportunities for concerns and issues to be reported to and responded by the Requiring Authority.
- (d) Provide feedback on the development of the CEMP and DWPs.

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

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

- (a) Provide administrative assistance to the Group.
- (b) Ensure the Group is working effectively (including the development of a Code of Conduct) with appropriate procedures for the Group.
- (c) Act as a community consultation advisor to the Group.

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

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

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

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

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

9. Mana Whenua Consultation

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

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

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

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

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

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

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

10. Network Utility Operator Liaison

10.1 The Requiring Authority and its contractor shall:

(a) Work collaboratively with Network Utility Operators during the development of the detailed design for the Project to provide for the ongoing operation and access to network utility operations.

(b) Undertake communication and consultation with Network Utility Operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed and construction methodology and duration being known.

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

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

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

CONSTRUCTION CONDITIONS

11. Outline Plan Requirements

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

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

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

(c) Delivery Work Plans (DWPs).

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

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

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

(a) Either at the same time or in parts;

(b) By submitting one or more:

(i) Communication and Consultation Plans

(ii) CEMP and/or

(iii) DWPs.

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

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

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

12. Independent Peer Review of CEMP and DWPs

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

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

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

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

13. Availability of Outline Plan(s)

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

(a) CEMP

(b) DWPs

(c) Communication and Consultation Plan.

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

14. Monitoring of Construction Conditions

14.1 The Requiring Authority, its contractor team, and the Auckland Council Consent Monitoring officer(s) shall establish and implement a collaborative working process for dealing with day to day construction Auckland Unitary Plan Operative in part

processes, including monitoring compliance with these conditions and with the CEMP and DWPs and any material changes to these plans associated with construction of the Project.

14.2 This collaborative working process shall:

(a) Operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council.

(b) Have a “key contact” person representing the Requiring Authority and a “key contact” person representing the contractor team to work with the Auckland Council Consent Monitoring officer(s).

(c) The “key contacts” shall be identified in the CEMP and shall meet at least monthly with the Auckland Council Consent Monitoring officer(s) unless a different timeframe is agreed. The purpose of the meeting is to:

(i) Report on compliance with these conditions and with the CEMP, DWPs and material changes to these plans and on any matters of non-compliance and how they have been addressed.

(ii) Identify and agree:

(a) That material changes have occurred or are required that require a review of the CEMP or DWPs in accordance with Condition 21. The key contacts shall provide the Auckland Council Consent Monitoring officer(s) written confirmation that a material change has occurred or is required and;

(b) Which receivers are affected parties.

(d) Once construction has commenced, the Requiring Authority and / or the contractor shall provide an update to the Community Liaison Groups (Condition 8) at least once every 3 months, or if in accordance with Condition 8 these groups meet more regularly, at least once every two months.

14.3 The purpose and function of the collaborative working process is to:

(a) Assist as necessary the Auckland Council Consent Monitoring officer(s) to confirm that:

(i) The works authorised under this designation are being carried out in compliance with the designation conditions, the CEMP, DWPs and any material changes to these plans.

(ii) The Requiring Authority and its contractor are undertaking all monitoring and the recording of monitoring results in compliance with the requirements of the CEMP and DWPs and any material changes to these plans.

(b) Subsequent to a confirmed Outline Plan, provide a mechanism through which any changes to the design, CEMP or DWPs, which are not material changes requiring approval under Condition 11 triggering the requirement for a new Outline Plan, can be required, reviewed and confirmed.

(c) Advise where changes to construction works following a confirmed Outline Plan require a new CEMP or DWP.

(d) Review and identify any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Auckland Council Consent Monitoring officer) and the adequacy of the measures adopted to respond to these.

COMMUNICATION AND CONSULTATION

15. Contact Person

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

16. Communication and Consultation Plan

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

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

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

- (a) Inform the community of construction progress and future construction activities and constraints that could affect them.
- (b) Provide early information on key Project milestones.
- (c) Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in-proximity parties regarding the development (as part of the review process provided by Condition 21) and implementation of the CEMP or DWPs.
- (d) Respond to queries and complaints including but not limited to:
 - (i) Who is responsible for responding to feedback and inputs;
 - (ii) How responses will be provided; and
 - (iii) The timeframes within which responses will be provided.

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

- (a) A communications framework that details the Requiring Authority's communication strategies, accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters.
- (b) The Communication and Consultation Manager for the Project including contact details (phone, email and postal address).
- (c) The methods for identifying, communicating and consulting with persons affected by the project including but not limited to:
 - (i) All property owners and occupiers within the designation footprint;
 - (ii) All property owners and occupiers adjacent to the Britomart construction area;
 - (iii) Heritage New Zealand Pouhere Taonga;
 - (iv) Auckland Council's Built Heritage Unit;
 - (v) Community Liaison Group (refer Condition 8); and
 - (vi) Network Utility Operators, including the process:
 - a. To be implemented to capture and trigger where communication and consultation is required in relation to any material changes affecting the Network Utilities.
 - b. For the Requiring Authority to give approval (where appropriate) to Network Utility Operators as required by section 176(1) (b) of the RMA during the construction period.
 - c. For obtaining any supplementary authorisations, including but not limited to resource consents (including those required under a National Environmental Standard) and easements.
 - d. For inspection and final approval of works by Network Utility Operators.
 - e. For implementing conditions 10, 21, 22, and 23 in so far as they affect Network Utility Operations.
- (d) How stakeholders and persons affected by the project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns and complaints.
- (e) How stakeholders and persons affected by the project (including Sensitive Noise and Vibration Receivers) will be consulted in the development and review of the CEMP and DWPs, including specifying reasonable timeframes for feedback.
- (f) Methods for communicating in advance temporary traffic management measures and permanent changes to road networks and layouts to directly affected and in-proximity parties, bus (public and private) operators, taxi operators, bus users, and the general public.
- (g) Methods for communicating in advance to surrounding communities (including Sensitive Noise and Vibration Receivers) which must be notified at least 24 hours in advance where construction activities are predicted to:

- (i) Exceed the construction noise limits (refer Condition 25); or
- (ii) Exceed a vibration limit (refer Conditions 26 and 27).
- (h) Methods for communicating in advance proposed hours of construction activities outside normal working hours and on weekends and public holidays, to surrounding communities, and methods to record and deal with concerns raised about such hours.
- (i) Methods for communicating and consulting with mana whenua for the duration of construction and implementation of mana whenua principles for the project (refer to Condition 9).
- (j) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/or closures and alternative routes or detours to be used.
- (k) A list of stakeholders, directly affected and affected in-proximity parties to the construction works with whom communication will be undertaken.
- (l) How communication and consultation activity relating to construction activities and monitoring requirements will be recorded.

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

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

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

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

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

17. Concerns and Complaints Management

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

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

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

- (a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.
- (b) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.
- (c) Known Project construction activities at the time and in the vicinity of the concern or complaint.
- (d) Any other activities in the area unrelated to the Project construction that may have contributed to the concern or complaint such as non- Project construction, fires, traffic accidents or unusually dusty conditions generally.
- (e) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

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

17.4 Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required.

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

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

18. Preparation, Compliance and Monitoring

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

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

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

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

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

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

19. CEMP Requirements

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

(a) Notice boards that clearly identify the Requiring Authority and the Project name, together with the name, telephone number and email address of the Site or Project Manager and the Communication and Consultation Manager.

(b) Training requirements for employees, sub-contractors and visitors on construction procedures, environmental management and monitoring.

(c) The procedure for a cultural heritage induction for all parties involved in excavation works on the Project site, as provided for in Condition 9.

(d) A Travel Management Plan for each construction site outlining onsite car parking management and methods for encouraging travel to the site using forms of transport other than private vehicle to assist in mitigating localised traffic effects.

(e) Where a complaint is received, the complaint must be recorded and responded to as provided for in Conditions 14, 16 and 17.

19.2 The CEMP shall include details of:

- (a) The site or Project Manager and the Communication and Consultation Manager (who will implement and monitor the Communication and Consultation Plan), including their contact details (phone, email and physical address).
- (b) The Document management system for administering the CEMP, including review and Requiring Authority / Contractor / Auckland Council requirements.
- (c) Environmental incident and emergency management procedures.
- (d) Environmental complaints management procedures (see also Condition 17).
- (e) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the DWPs which address the management of adverse effects during construction and the works identified in the Urban Design DWP.
- (f) Specific details on demolition to be undertaken during the construction period.
- (g) Means of ensuring the safety of the general public.
- (h) Methods to assess and monitor potential cumulative adverse effects.
- (i) How Station Plaza, Tyler and Galway Streets will be reinstated upon completion of the Project in accordance with the Urban Design DWP (Condition 33B).

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

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

20. CEMP Construction Works Requirements

20.1 In order to give effect to the objective in Condition 18.1, the CEMP shall include the following details and requirements in relation to all areas within the designation footprint where construction works are to occur, and/ or where materials and construction machinery are to be used or stored:

- (a) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas.
- (b) Methods for managing the control of silt and sediment within the construction area.
- (c) Methods for earthworks management (including depth and extent of earthworks and temporary, permanent stabilisation measures and monitoring of ground movement) for earthworks adjacent to buildings and structures.
- (d) Measures to keep the construction area in a tidy condition in terms of disposal and storage of rubbish and unloading and storage of construction materials (including equipment).
- (e) Measures to ensure that all storage of materials and equipment associated with the construction works takes place within the boundaries of the designation.
- (f) Measures to ensure all temporary boundary / security fences associated with the construction of the Project are maintained in good order with any graffiti removed as soon as possible.
- (g) How the construction areas are to be fenced and kept secure from the public and the location and specification of any temporary acoustic fences and visual barriers.
- (h) Where practicable and without compromising their purpose, how opportunities for public viewing, including provision of viewing screens and display of information about the project and opportunities for mana whenua and community art or other decorative measures can be incorporated in the screens and fences required by condition (g), to enhance public amenity and connection to the project.
- (i) The location of any temporary buildings (including workers offices and portaloos) and vehicle parking (which should be located within the construction area and not on adjacent streets).

- (j) Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas.
- (k) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances.
- (l) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable.

21. Review Process for CEMP and DWPs

21.1 The CEMP and DWPs shall be reviewed at least annually or as a result of a material change to the Project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either Auckland Council or the Requiring Authority. The review shall take into consideration:

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

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

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

21.4 A summary of the review process shall be kept by the Requiring Authority, provided annually to the Auckland Council, and made available to the Auckland Council upon request.

22. Update of CEMP and DWPs following Review

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

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

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

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

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

23. Network Utilities

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

23.2 The purpose of this section of the CEMP shall be to ensure that the construction of the Project adequately takes account of, and includes measures to address the safety, integrity, protection or, where necessary, relocation of existing Network Utilities that traverse, or are in close proximity to, the designation during the construction of the Project.

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

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

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

- (a) Cross references to the Communication and Consultation Plan for the methods that will be used to liaise with all Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation.
- (b) Measures to be used to identify accurately the location of existing Network Utilities, and the measures for the protection, support, relocation and/or reinstatement of existing Network Utilities.
- (c) Methods to be used to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing Network Utilities (and their priority designations) which traverse, or are in close proximity to, the designation, and the restrictions in place in relation to those existing Network Utilities. This shall include:
 - (i) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to existing Network Utilities.
 - (ii) Plans identifying the locations of the existing Network Utilities (and their designations) and appropriate physical indicators on the ground showing specific surveyed locations.
- (d) Measures to be used to ensure the continued operation of Network Utility operations and the security of supply of the services by Network Utility Operators at all times.
- (e) Measures to be used to enable Network Utility Operators to access existing Network Utilities for maintenance at all reasonable times on an ongoing basis during construction, and to access existing Network Utilities for emergency and urgent repair works at all times during the construction of the Project.
- (f) Contingency management plans for reasonably foreseeable circumstances in respect of the relocation and rebuild of existing Network Utilities during the construction of the Project.
- (g) A risk analysis for the relocation and rebuild of existing Network Utilities during the construction of the Project.
- (h) Earthworks management (including depth and extent of earthworks and temporary and permanent stabilization measures), for earthworks in close proximity to existing Network Utilities.
- (i) Vibration management and monitoring for works in close proximity to existing Network Utilities.
- (j) Emergency management procedures in the event of any emergency involving existing Network Utilities.
- (k) The process for providing as-built drawings showing the relationship of the relocated Network Utilities to the Project to Network Utility Operators and the timing for providing these drawings.
- (l) A summary of the consultation (including any methods or measures in dispute and the Requiring Authorities response to them) undertaken between the Requiring Authority and any Network Utility Operators during the preparation of the CEMP.

23.5 If the Requiring Authority and a Network Utility Operator cannot agree on the methods proposed under the CEMP to manage the construction effects on the Operator's Network Utility operation, unless

otherwise agreed, each party will appoint a suitably qualified and independent expert, who shall jointly appoint a third such expert to advise the parties and make a recommendation. That recommendation will be provided by the Requiring Authority as part of the CEMP along with reasons if the recommendation is not accepted.

TRANSPORT, ACCESS AND PARKING

24. General Transport, Access and Parking

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

24.2 The objective of the Transport, Access and Parking DWP is, so far as is reasonably practicable, to avoid, remedy or mitigate the adverse effects of construction on transport, pedestrian safety and amenity, parking and property access. This is to be achieved by:

- (a) Managing the road transport network for the duration of construction by adopting the best practicable option to manage congestion.
- (b) Managing pedestrian safety and amenity.
- (c) Maintaining pedestrian access to private property at all times.
- (d) Providing on-going vehicle access to private property to the greatest extent possible

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

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

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

(a) Details of proposed temporary road lane reductions and / or closures, alternative routes and temporary detours, including how these have been selected and will be managed to mitigate congestion as far as practicably possible and how advance notice will be provided.

(b) Details of widening of footpaths resulting in:

(i) Road lane narrowing in Commerce Street.

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

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

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

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

(ii) On Galway Street; and

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

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

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

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

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

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

(g) How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:

- (i) Prioritising, as far as practicably possible, pedestrian and public transport at intersections where construction works are occurring. The objective with regard to pedestrians is to ensure that satisfactory and safe movement is maintained, at or adjacent to the construction works.
- (ii) With regard to public transport, prioritisation could also apply beyond intersections where travel time savings can be achieved.
- (iii) Relocating bus stops and taxi stands to locations which, as far as practicably possible, minimise disruption.
- (iv) Identifying alternate heavy haul routes where these are affected by construction works
- (h) Details of the management of pedestrians on the footpath in the case of an emergency in or evacuation of a building immediately adjacent to a work site.
- (i) Details of how general traffic access along lower Queen Street will be managed in light of the requirement to remove the current general traffic prohibition at the Lower Queen Street / Quay Street intersection.
- (j) Cross references to the specific sections in the Communication and Consultation Plan that detail how emergency services, landowners, occupiers, public transport users, bus and taxi operators, and the general public are to be consulted with in relation to the management of the adverse effects on the transport network.
- (k) How traffic control, monitoring/surveys and reporting of traffic movements and conditions at the intersections of Quay Street/Commerce Street, Tyler Street/Commerce Street, Galway Street/Commerce Street and Customs Street/Commerce Street, shall be carried out during six week periods at the commencement of the following Project construction phases:
 - (i) Site preparation and Station Plaza accommodation works
 - (ii) Britomart Station modification works (including work to the CPO building).
- (l) Detailing the purpose of the monitoring/surveys and reporting of traffic movements and conditions at the intersections of Quay Street/Commerce Street, Tyler Street/Commerce Street, Galway Street/Commerce Street and Customs Street/Commerce Street, which is to identify the need and make up of ongoing temporary traffic control during the Project construction period, in these locations, if required.
- (m) Inclusion of the following requirements:
 - (i) Traffic surveys shall be undertaken by a suitably qualified independent person, 3 months prior to construction of the Project commencing to establish a baseline of existing transport congestion.
 - (ii) Temporary traffic control measures shall be in place between the hours of 7.30am - 9.30am and 3pm – 6pm Monday to Friday inclusive, prior to works commencing on each construction phase and remain in place for six weeks. During this six week period:
 - a. Traffic monitoring/ surveys shall be undertaken by a suitably qualified independent person, during the first four weeks between the hours of 7.30am - 9.30am and 3pm – 6pm Monday to Friday inclusive to monitor construction traffic impacts on the identified intersections.
 - b. At the conclusion of the four week monitoring period a written report shall be prepared by a suitably qualified independent person describing the observations and providing recommendations for the make- up of ongoing temporary traffic control during the Project construction period if required. The recommendations of the report are binding on the Requiring Authority. This report shall be available prior to the six week temporary traffic control period ending.
 - c. The report required by condition 24.3(m) (ii) (b) shall be provided to all property owners and occupiers of the sites that are identified in Appendix 2, in accordance with condition 16.4(c).

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

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

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

24.7 Any temporary full width road closure for three hours or less shall be upon 24 hours prior notice, and the Requiring Authority shall communicate and consult on such matters as timing and access arrangements on the closure at least 24 hours in advance, but is not required to offer or provide alternative parking arrangements, though it may choose to offer this on a case by case basis in consultation with the affected party.

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

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

24.10 Where an affected party unexpectedly finds his/her vehicle blocked in as a result of a temporary closure, the Requiring Authority shall (within reasonable limits) offer alternative transport such as a taxi, rental car, or other alternative.

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

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

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

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

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

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

NOISE AND VIBRATION

25. Project Standards - Construction Noise

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

Receiver Type	Monday to Saturday 0700-2200	Sundays and PublicHolidays 0700-2200	At all other times 2200-0700
Occupied commercial and industrial buildings (including offices)	75dB LAeq	75dB LAeq	75dB LAeq
Sensitive receivers (excluding offices)	1 75dB LAeq 90dB LAFmax	2 65dB LAeq 80dB LAFmax	3 60dB LAeq 75dB LAFmax

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

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

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

26. Project Standards - Construction Vibration

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

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

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

26.3 Line 2 shall apply to the CPO's masonry façade. In accordance with Standard DIN 4150-3:1999, measurements shall be made as close as practicable to the masonry façade at both the level of the

foundations supporting the masonry façade and at the level of the CPO's highest floor (refer to Appendix 3).

Note:

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

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

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

27. Project Standards - Construction Vibration (Amenity)

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

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

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

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

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

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

28. Construction Noise and Vibration DWP

For the avoidance of doubt, this condition is applicable to the management of construction noise and vibration on all receivers, including sensitive receivers.

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

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

28.2 The Construction Noise and Vibration DWP shall:

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

28.3 To achieve this objective, the Construction Noise and Vibration DWP shall include:

- (a) The roles and responsibilities of the noise and vibration personnel in the contractor team with regard to managing and monitoring adverse noise and vibration effects.
- (b) External piling and saw cutting will be restricted to between the hours of 7am to 7pm, Monday to Saturday
- (c) Exclusion of vibratory rolling and rock breaking during night-time periods (10pm to 7am) unless equipment trials confirm compliance can be achieved with Project criteria in condition 27.1.
- (d) A restriction on the use of sheet piling and vibratory rolling unless it can be demonstrated that any material damage to the CPO will be avoided.
- (e) Construction machinery and equipment to be used and their operating noise and vibration levels.
- (f) Acoustic hoardings shall be installed over all ground floor windows and doors of the Chief Post Office prior to construction commencing.
- (g) Mobile acoustic enclosures shall be used for concrete cutting activities if this is the Best Practicable Option and in accordance with health and safety procedures.
- (h) Identification of construction activities that are likely to create adverse noise and vibration effects, the location of these in the construction site areas, and the distance to comply with the Project Criteria in Conditions 25, 26 and 27 of this designation.
- (i) Identification of each activity that is predicted to exceed or measured to exceed the limits in conditions 25, 26 or 27 and the best practicable option to minimise adverse effects from those construction activities that is generally consistent with section 8.3 of the draft Construction Noise and Vibration DWP submitted as part of the NoR documentation.
- (j) The timing of construction activities that are likely to create an adverse noise and vibration effect.
- (k) The location of sensitive noise and vibration receivers.
- (l) A record of communication and consultation with sensitive receivers. The record must include a clear explanation where any comments from sensitive receivers have not been incorporated in the Construction Noise and Vibration DWP, and the reasons why not. This information must be included in the Construction Noise and Vibration DWP provided to both the Independent Peer Review Panel and Auckland Council as part of the Outline Plan process specified in Condition 11.
- (m) Specific measures to address the concerns raised by those sensitive receivers.
- (n) Specific training procedures for construction personnel including:
 - (i) The project noise and vibration performance standards for construction (conditions 25, 26 and 27).
 - (ii) Information about noise and vibration sources within the construction area and the locations of sensitive noise and vibration receivers.
 - (iii) Construction machinery operation instructions relating to mitigating noise and vibration.
- (o) Methods and measures to mitigate adverse noise and vibration effects including, but not limited to, structural mitigation such as barriers and enclosures, the scheduling of high noise and vibration construction, use of low noise and vibration machinery, temporary relocation of affected receivers or any other measures or offer agreed by the Requiring Authority and the affected receiver.
- (p) Monitoring systems and construction methodologies shall be developed and implemented so that the vibration limits given in 26.1 are not exceeded unless:
 - (i) Further detailed assessment of the specific construction plant to be used (from site specific trials); and
 - (ii) Specific vulnerability assessment of all sensitive features of the CPO building have been undertaken; that
 - (iii) Clearly demonstrate that higher vibration limits are appropriate.
- (q) The vulnerability assessment of sensitive features (required by condition 28.3(p)(ii)) shall include:
 - (i) A description of the existing condition and quality of the features;
 - (ii) An assessment of the likely extent of the effect of the higher vibration limits on those features;
 - (iii) Clear identification of the areas to which the higher limits apply.
- (r) The proposed methods for monitoring construction noise and vibration to be undertaken by a suitably qualified person for the duration of construction works including:
 - (i) Updating the predicted noise and vibration contours based on the final design and construction activities.
 - (ii) Confirm which buildings are to be subject to a pre and post building condition survey in accordance with Condition 31. This includes consideration of those buildings in Appendix 1.

- (iii) The timing and location for monitoring of buildings during construction is required.
- (iv) Identifying appropriate monitoring locations for receivers of construction noise and vibration.
- (v) Procedures for working with the Communication and Consultation Manager to respond to complaints received on construction noise and vibration, including methods to monitor and identify noise and vibration sources.
- (vi) Procedures for monitoring construction noise and vibration and reporting to the Auckland Council Consent Monitoring officer.
- (vii) Procedures for how works will be undertaken should they be required as a result of building condition surveys.
- (s) Cross references to the specific sections in the Communication and Consultation Plan which detail how landowners and occupiers are to be communicated with about noise and vibration effects.
- (t) The identification of structure type (in accordance with condition 26) of any buildings or structures subject to a building condition survey required by condition 31.

BUILT HERITAGE/ARCHAEOLOGY

29. Historic Heritage - Built Heritage

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

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

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

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

- (a) Identification of the key heritage values of the CPO.
- (b) Details of the assessment of alternative construction methods which may achieve the objective of the CPO DWP.
- (c) Details of how the option selected by the Requiring Authority achieves the objective of the CPO DWP.
- (d) Preparation of a Building Record and Salvage Strategy that outlines a suitable set of procedures for the removal, storage and for later refitting and reuse of elements of the CPO.
- (e) The proposed methods for monitoring building damage that are to be undertaken by a suitably qualified person for the duration of the Project works.
- (f) Identification and methodology for recording Built Heritage elements directly affected by the construction, or associated pre- and post- construction, which are to be:
 - (i) Adaptively reused;
 - (ii) Partially retained in design and construction;
 - (iii) Integrated into other elements of the City Rail Link.
- (g) The key stages of the preferred construction option when a suitably qualified heritage architect will be required on site to monitor sensitive works and to make decisions regarding construction works that may result in adverse effects on the built heritage values of the Chief Post Office building.
- (h) In addition to the CPO, the CPO DWG is to detail:
 - (i) How other Built Heritage Buildings and Structures will be protected during construction through the use of screening or other protective measures to mitigate adverse construction effects; and

- (ii) How mitigation or rectification of damage to Built Heritage Buildings and Structures identified in Appendix 1 will be addressed.
- (i) Cross references to the specific sections in the Communication and Consultation Plan which detail how HNZPT, Auckland Council's Built Heritage Unit and the CPO long-term lessee (see condition 16) are consulted, and the communication with the general public on the management of the adverse effects relating to Built Heritage.
- (j) How reinstatement works for the CPO building will address the permanent treatment of heritage elements identified in the Heritage Covenant and Revised Conservation Plan (2003).

30 Historic Heritage – Archaeology DWP

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

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

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

- (a) Details of pre-construction briefing(s) for contractors on site to inform them of the nature and form of archaeological material that may be encountered. Training procedures for all contractors are to be undertaken in advance of construction, regarding the possible presence of cultural or archaeological remains, what these remains may look like, and the relevant provisions of the HNZPT Act 2014 relating to archaeological sites. Attendance at these briefing and training sessions is to be recorded.
- (b) The regulatory role of HNZPT under the archaeological provisions of the HNZPTA 2014 in the management of archaeological remains is to be clearly identified.
- (c) A methodology for the supervision and inspection of all excavations.
- (d) A plan which shows the areas to be monitored for archaeological material.
- (e) A methodology, which is to be updated and confirmed prior to works commencing, for monitoring, recording, sampling, investigation and analysis to include provision for:
 - (i) Procedures for recording any archaeological remains or evidence before it is modified or destroyed, including opportunities for the conservation and preservation of artefacts and eco-facts (biological material) that are discovered. Consideration shall be given to the incorporation of in-situ material or artefacts into the design of stations and / or public places associated with the Project works.
 - (ii) Provision for 'post-excavation' archiving, assessment and analysis of the archaeological records and materials; and publication of results of these works within 12 months of completion of archaeological works or annually if the works form part of a staged project over an extended period of time, which-ever is the lesser.
 - (iii) Allocation of resources for Carbon 14 dating and eco-fact treatment and conservation (wood, metal and other organic material).
- (f) An artefact management plan (see HNZPT Artefact Management information sheet), the purpose of which is to outline where artefacts will be stored (both short and long term), analysed and either displayed, discarded or returned to landowner (see the Protected Objects Act 1975)
- (g) Protocols (tikanga) for discovery of artefacts of Māori origin, especially koiwi. (h) Protocols for compliance with the Protected Objects Act 1975.
- (i) Cross references to the specific sections in the Communication and Consultation Plan which details how HNZPT, Auckland Council's Heritage Unit (Cultural Heritage Implementation) and mana whenua (see condition 9) are consulted, and the communication with the general public on the management of the adverse effects relating to pre and post 1900 archaeology.

(j) How opportunities to interpret and display archaeological finds to the public within the Project area will be identified and implemented, including how HNZPT and Auckland Council's Heritage Unit (Cultural Heritage Implementation) will be involved in this process.

(k) A methodology for the updating of the New Zealand Archaeological Association ARCHSITE database and the Auckland Council Cultural Heritage Inventory files and for the reporting of the work undertaken at the completion of construction.

BUILDING CONDITION SURVEYS

31. Process for Building Condition Surveys

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

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

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

- (a) Age of the building
- (b) Construction types
- (c) Foundation type/s
- (d) General building condition
- (e) Proximity to any excavation
- (f) Whether the building is earthquake prone and
- (g) Whether any basements are present in the building.

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

- (a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP.
- (b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report
- (c) The Requiring Authority shall contact the owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment.
- (d) The Requiring Authority shall record all contact, correspondence and communication with owners and this shall be available on request for the Auckland Council Consent Monitoring Officer.
- (e) Should agreement from owners to enter property and undertake a condition assessment not be obtained within 3 months from first contact, then the Requiring Authority shall not be required under these designation conditions to undertake these assessments.
- (f) The Requiring Authority shall undertake a visual inspection during "active construction" if requested by the building owner where a pre-construction condition assessment has been undertaken.
- (g) The Requiring Authority shall develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the Project works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building.

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

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

31.3 During construction:

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

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

31.4 Following construction:

(a) The Requiring Authority shall, within 12 months of the commencement of operation of the Project, contact owners of those buildings and structures where a Building Condition Survey was undertaken to confirm the need for undertaking a post-construction condition assessment.

(b) Where a post-construction building condition survey confirms that the building has deteriorated as the result of construction or operation works relating to the Project, the Requiring Authority shall, at its own cost, rectify the damage.

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

PUBLIC ART

32. Public Art DWP

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

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

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

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

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

SOCIAL IMPACT AND BUSINESS DISRUPTION

33. Social Impact and Business Disruption DWP

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

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

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

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

- (a) Understand client and visitor behaviour and requirements and operational requirements of community facilities and businesses.
- (b) Identify the scale of disruption and adverse effects likely to result to businesses, residents and any community services/facilities as a result of construction of the Project.
- (c) Assess access and servicing requirements and in particular any special needs of residents and businesses.
- (d) To develop methods to address matters outlined in (b) and (c) above, including:
 - (i) The measures to maximise opportunities for pedestrian and service access to businesses, residents and community services/facilities that will be maintained during construction, within the practical requirements of the Transport, Access and Parking condition 24 and the Transport, Access and Parking DWP.
 - (ii) The measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction.
 - (iii) The measures to promote a safe environment, taking a crime- prevention-through-environmental-design approach.
 - (iv) Other measures to assist businesses and social services/facilities to maintain client/customer accessibility, including but not limited to client/customer information on temporary parking, parking options and access
 - (v) Other measures to assist residents, businesses and social services/facilities to provide for service delivery requirements.
 - (vi) The process (if any) for re-establishment and promotion of normal business operation following construction.
 - (vii) If appropriate and reasonable, requirements for temporary relocation during construction and/or assistance for relocation (including information to communities using these services and facilities to advise of relocations).

33.4 The Social Impact and Business Disruption DWP shall include:

- (a) A summary of the findings and recommendations of the Social Impact Assessment report (2015).
- (b) A record of the consultation undertaken with the community including specific access and operational requirements of individual businesses and residents including, if relevant, consultation on the necessity for, and the feasibility of, options and requirements for temporary relocation during construction and/or assistance for relocation).
- (c) An implementation plan of the methods to mitigate the disruption effects (as developed in 33.3 above).
- (d) Reference to any site/business specific mitigation plans that exist (though these may not be included in the DWP).

- (e) Cross reference to detail on how the CEMP and DWPs have responded to the issues of resident, business and social service/facility accessibility and amenity.
- (f) Details of on-going consultation with the local community through the Community Liaison Groups to provide updates and information relating to the timing for project works and acquisition.
- (f) The process for resolution of any disputes or complaints in relation to the management / mitigation of social impacts (including business disruption impacts).

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

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

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

AIR QUALITY

33A Air Quality DWP

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

33A.2 The objective of the Air Quality DWP is to detail the best practicable option to avoid dust and odour nuisance being caused by construction works and to remedy any such effects should they occur.

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

- (a) The procedures to be implemented for the continuous monitoring of Total Suspended Particulate (TSP) concentrations and meteorology including, but not limited to, the establishment of two monitoring sites (to the north and south of the site);
- (b) Identification of the sensitive locations, and the specific methods for monitoring, including trigger limits to determine whether further action (such as implementation of the mitigation measures discussed below or other mitigation measures) is required;
- (c) Procedures for responding to malfunctions with construction machinery or works causing accidental dust discharges including, but not limited to, the requirement to remedy any malfunction within 24 hours;
- (d) Procedures for monitoring weather conditions and the requirement that water spray is used on soil stockpiles, any non-paved construction areas, and the wheels of trucks where dust may disperse beyond the site;
- (e) Procedures for establishing when the covering of trucks will be required;
- (f) Procedures for determining when hard surfaced areas in construction yards and active construction areas should be cleaned including, but not limited to, the requirement that such areas be cleaned whenever dust generation occurs due to traffic on these surfaces;
- (g) Procedures for responding to discharges of odour (including in the event of excavation of contaminated sites) including, but not limited to, the requirement to address discharge of objectionable odour by immediately ceasing the activity causing the discharge;
- (h) Procedures for equipment inspection (including timeframes for regular inspections), maintenance, monitoring and recording, including baghouses, pressure relief valves and high level alarms to mitigate dust emissions;

(i) Procedures for, where practicable, limiting dust and odour nuisance and the methods for monitoring these procedures including Identification of contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as:

(i) Cleaning of air filtration intakes; or

(ii) Cleaning of other buildings and infrastructure;

(j) Procedures for responding to any complaints received and the timeframes for response to complaints and reporting;

(k) Cross references to the specific sections in the Communication and Consultation Plan which detail how the communities in the vicinity of construction works are to be communicated with on the management of the adverse effects relating to air quality.

URBAN DESIGN

33B Urban Design DWP

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

(a) Enable the integration of any above ground construction works and structures and the Station Plaza Accommodation into the surrounding landscape and design context so far as reasonably practicable having regard to the temporary nature of the Project;

(b) Provide for the use and reinstatement of Station Plaza to the same or better standard as existed prior to the Project works being undertaken; and

(c) Include provision for the use and reinstatement of Construction Support Areas A and C.

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

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

(a) Design for the Station Plaza Accommodation and Construction Support Areas A and C should:

(i) Ensure a safe and secure pedestrian environment through the incorporation, implementation and management of best practice crime-prevention-through-environmental-design principles, systems and equipment.

(ii) During construction, way-finding signs should be easy to identify and understand and should indicate convenient and safe universal access pedestrian movement routes on public streets.

(iii) Any hoardings or fencing required during construction should be perceived as an integral design element of the Station Plaza building.

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

(a) As a minimum, the same standard that existed prior to the project works being undertaken; and

(b) In a manner that is coherent within the wider area and/or recent public realm upgrades in the area.

33C Interim Vibration Testing

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

33D Track Form Design DWP

33D.1 During the design and prior to construction and installation of the track-form the Requiring Authority shall prepare a Track Form Design DWP (TFD DWP). The objective of the TFD DWP is to demonstrate how

the design will achieve compliance with the operational vibration and regenerated noise standards of condition 34.

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

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

OPERATIONAL CONDITIONS

34. Operational Rail Vibration

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

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

Notes:

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

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

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

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

35. Operational Noise – Mechanical Ventilation Plant

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

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

35.2 Measurements shall be undertaken in accordance with New Zealand Standard NZS 6801:2008 “Acoustics – Measurement of environmental sound” and assessed in accordance with New Zealand Standard NZS 6802:2008 “Acoustics - Environmental Noise”.

36. Operational Noise and Vibration Management Plan (ONVMP)

36.1 To manage the adverse effects from the maintenance and operation of the Project, the Requiring Authority shall, prior to the operation of the Project, prepare an Operational Noise and Vibration Management Plan, (ONVMP) to the satisfaction of Auckland Council’s Compliance Monitoring Manager.

The objective of the ONVMP shall be to ensure that the tracks, rolling stock and associated infrastructure (including ventilation and other mechanical plant) are maintained and operated in accordance with maintenance standards as outlined in the Requiring Authority’s maintenance programme for the Project, so that operational noise and vibration levels received at noise sensitive receiver locations comply with Condition 34, and noise levels comply with Condition 35.

36.2 The ONVMP shall set out procedures for:

- (a) Determining the best practicable option to manage operational noise and vibration.
- (b) The maintenance of rolling stock to minimise noise and vibration emissions including, but not limited to, the management of wheel roughness and flats, braking systems, cooling systems, suspension systems and any other significant source associated with the operation of locomotives.
- (c) The maintenance of tracks to minimise noise and vibration emissions, including, but not limited to, the management of curve squeal, rail roughness, joint constructions and any other significant source associated with the use of the tracks.
- (d) The implementation of mitigation measures associated with the operation and maintenance of the Project, for the operational life of the Project.
- (e) The management of noise and vibration and regenerated noise resulting from maintenance of the line, including, but not limited to activities such as:
 - (i) Rail grinding and polishing
 - (ii) Use of rail maintenance trucks
 - (iii) Inspection of tracks
- (f) The management of noise from the operation of the line, including, but not limited to, the use of audible warning devices and acceleration / deceleration controls (where relevant).
- (g) The management of noise and maintenance of noise-generating equipment from stations and associated ventilation and mechanical plant infrastructure including, but not limited to, PA systems, fans and ventilation noise and audible warning devices.
- (h) The Requiring Authority shall prepare a monitoring regime to include:
 - (i) The identification of monitoring locations; and
 - (ii) An annual check of operational rail reradiated noise in relation to the Chief Post Office, in accordance with condition 34.

(i) The results of this annual monitoring are to be provided to Auckland Council's Compliance and Monitoring Manager. In the event of non-compliance with condition 34, mitigation shall be implemented in accordance with the provisions of the ONVMP.

36.3 The ONVMP shall be adhered to at all times. It may be updated or amended at any time with the approval of Auckland Council's Compliance Monitoring Manager.

ADVICE NOTES

AN1 It is unlawful to modify or destroy a pre-1900 (or post -1900 archaeological site declared under s43 of the HNZPT Act 2014) archaeological site without the prior authority of HNZPT issued under the HNZPT Act 2014. That authority will include a comprehensive set of conditions in respect of the management, monitoring, recording, investigation, analysis and reporting of archaeological evidence that may be encountered. The HNZPTA 2014 also requires that approval is sought of persons nominated to undertake the activity under an authority. Requirements under the HNZPTA should be confirmed directly with Heritage New Zealand Regional Archaeologist (ArchaeologistMN@heritage.org.nz).

In the event of unanticipated archaeological sites or koiwi being uncovered the Requiring Authority shall cease activity in the vicinity until it has the relevant approvals, and consulted with Heritage New Zealand Pouhere Taonga and relevant iwi interests.

AN2 The Requiring Authority will need to acquire the relevant property interests in land subject to the designation before it undertakes any works on that land pursuant to the designation. That may include a formal Public Works Act 1981 acquisition process. It is acknowledged that property rights issues are separate from resource management effects issues and that the resolution of property issues may be subject to confidentiality agreements between the Requiring Authority and the relevant landowners.

AN3 Prior to construction if Network Utility Operators are carrying out works that do not require prior written consent of the Requiring Authority in accordance with condition 6 of this designation, they must carry out those works in accordance with the Corridor Access Request (CAR) Process (as set out in Part 4 of the National Code of Practice for Utility Operators' Access to Transport Corridors 2011) where that process applies to the works being carried out.

AN4 Subject to these conditions, under section 176 of the RMA no person may do anything in relation to the land subject to the designation that would prevent or hinder the Project without the written approval of the Requiring Authority.

AN5 Some of the land is subject to existing designations. Nothing in these designation conditions negates the need for the Requiring Authority to adhere to the provisions of section 177 of the RMA.

AN6 Tyler and Galway Streets and Construction Support Area B are located within the footprint of CRL Designation 1 and as such are subject to condition 47 of that designation. This condition requires the development of an Urban Design Delivery Work Plan to ensure that the areas within the designation footprint used during the construction of the CRL are restored.

AN7 Condition 11.4 of the Britomart Designation requires the Station Plaza Urban Design DWP to show how the plan will integrate with adjacent construction works and interrelated activities (e.g. City Rail Link).

Appendix 1 to the Designation– Heritage buildings for building condition surveys. Refer condition 31

Condition 31 of this designation requires as part of the CEMP process the confirmation of where and when building condition surveys will be undertaken in relation to Built Heritage (including those affected as a result

of excavation). In accordance with condition 31, a building condition survey shall be undertaken as a minimum for the following buildings:

Address	Property Known As
12 Queen Street	Chief Post Office or Britomart Transport Centre
2 Queen Street	Endeans Building
8 Customs Street East	Mercure Hotel
152 Quay Street	Harbour View Building
148 Quay Street	
20 Customs Street East	Levy Building
14-18 Customs Street East	Former Sofrana House
10 Customs Street East	Barrington Building
21 Queen Street	Zurich House

Appendix 2 to the Designation– showing sites for traffic monitoring. Refer Condition 24.3

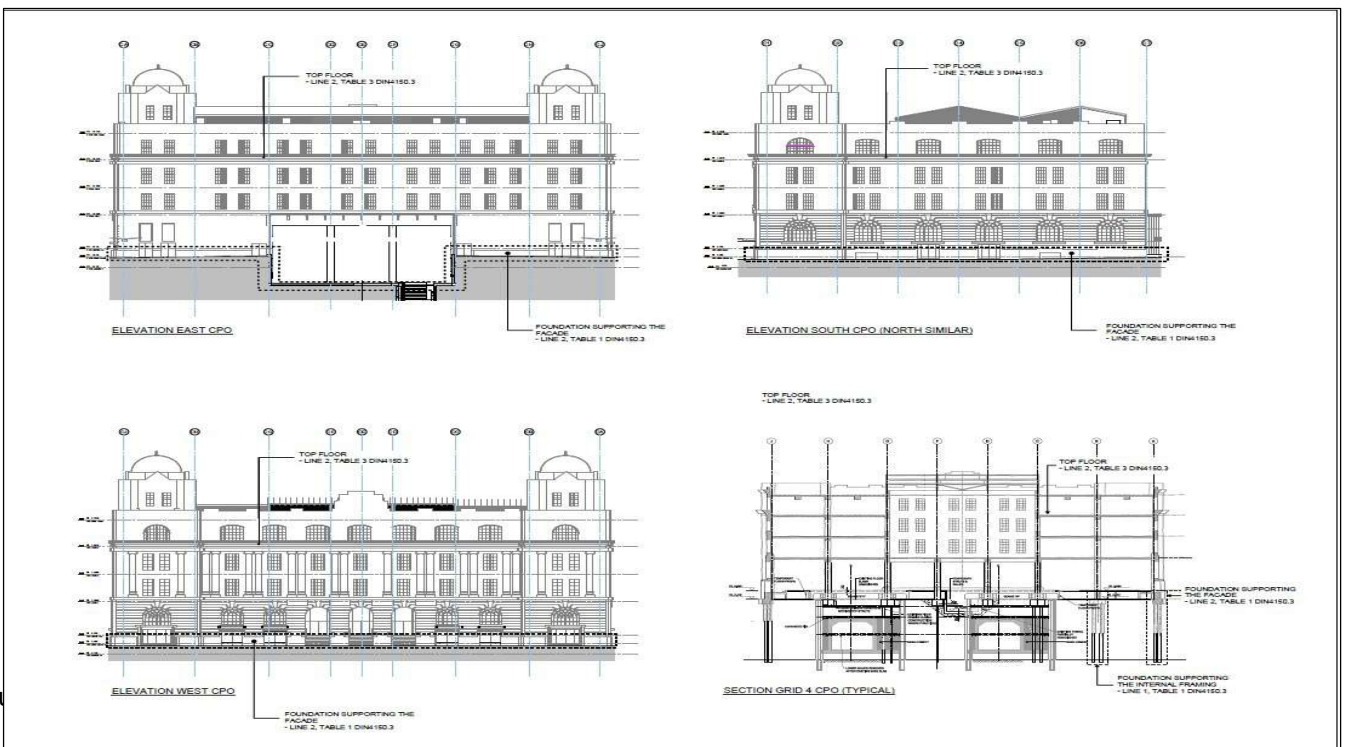
Note: This list references the figure in Appendix 2 of the Alteration to the Designation decision from Auckland Transport

Address	Property Known As
2 Queen Street	Endeans Building
8 Customs Street East	Mercure Hotel
152 Quay Street	Harbour View Building
148 Quay Street	
20 Customs Street East	Levy Building
14-18 Customs Street	
10 Customs Street East	Barrington Building
16 Customs Street East	

Location plan showing sites for traffic monitoring



Appendix 3 – Diagram of the Chief Postal Office Building indicating the foundations supporting the masonry façade and the building’s highest floor. Refer Condition 26.3



At

Attachments

No attachments.