
CHANGE REQUEST MEMORANDUM**FILE REF****TO** Celia Davison – Acting Manager Unitary Plan**FROM** Joy LaNauze**DATE** 15 November 2016**SUBJECT** Designation to be updated in the AUPOP

This memorandum concerns an update to Designation 619 Hosking Place Transfer Station due to an update in the respective district plan.

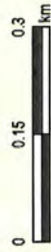
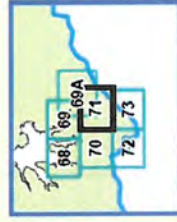
Unitary Designation Number	619
Requiring Authority	Auckland Council
Location:	5 Hosking Place, Waiuku
Type of Designation	<i>Alteration</i>
Legacy Reference	<i>Designation 118, Franklin District Plan 2000</i>
Lapse Date	<i>Given effect to (i.e no lapse date)</i>
Purpose	<i>Depot and transfer station</i>
Conditions	<i>N/A Eg. 1. To ensure that section 176A(3)(f) of the RMA has been adequately addressed, an outline plan shall include, as appropriate, a statement on the relevant Plan objectives, policies and rules.</i>
Changes to diagrams	<i>N/A</i>
Changes to spatial data	<i>Attach maps, include all attachments and shape files (if they haven't been sent to Council)</i>
New affectation	<i>Unitary plan use only</i>
Attachments	<i>If applicable Eg. maps and diagrams</i>



Auckland Council
District Plan
(Franklin Section)

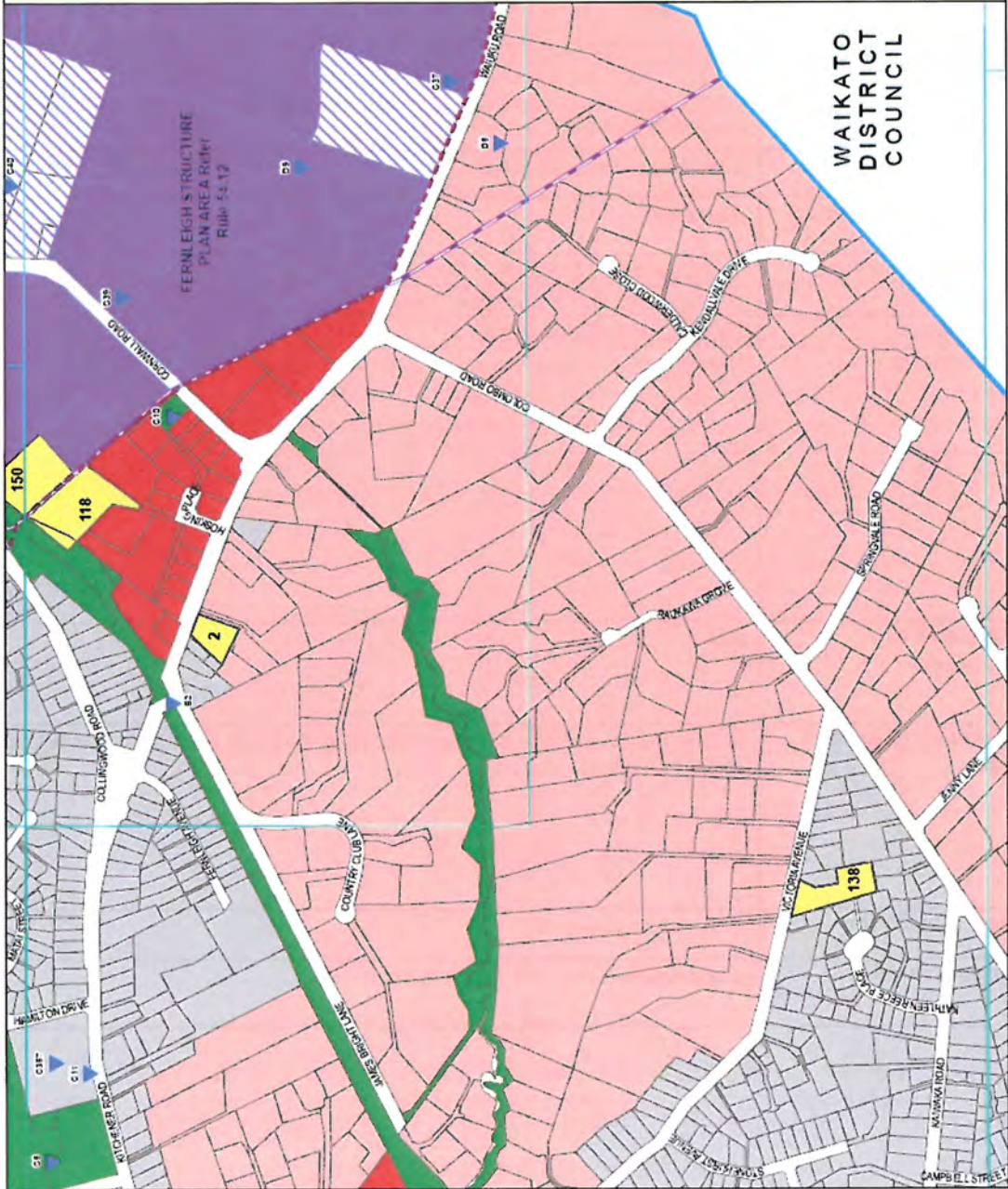
Update: October 2013
Refer to Map Legend

Waikuku



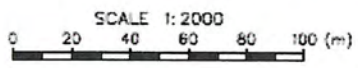
Scale 1:8,000

Copyright © Auckland Council.
Cadastral information is derived from
LINZ Digital Cadastral Database
CROWN COPYRIGHT RESERVED
Printed: 12/05/2016






L:\Users\jacob.vonstorch\OneDrive\Documents\29808-AD-F1.dwg P1 10/11/2016 11:28:38 AM



Aerial photo and property boundaries sourced from Auckland Council GIS Website

 Tonkin+Taylor 100 Canton Gore Road, Newmarket, Auckland www.tonkintaylor.co.nz	DRAWN: RBS Nov 15	AUCKLAND COUNCIL ALTERATION TO DESIGNATION WAIUKU COMMUNITY RECYCLING CENTRE Site Plan	FIG. No Figure 1	REV 0
	DRAFTING CHECKED:			
	APPROVED:			
	CADFILE: 29808.011-AD-F1.dwg			
	SCALES (AT A4 SIZE): 1: 2000			
PROJECT No 29808.0011				


Prepared by:

Joy LaNauze
Area Planner

Signature: 

Entered by:

Bronnie Styles
Planning Technician

Signature: 

Reviewed by:

Joy LaNauze
Area Planner

Signature: 

Maps prepared by:

Shelley Glassey
Unitary Plan Geospatial
Lead

Signature: 

Signed off by:

~~Celia Davison~~ 
Manager Unitary Plan

Signature: 

Date: 8/12/16

CHANGE REQUEST MEMORANDUM**FILE REF****TO** Celia Davison – Manager Unitary Plan**FROM** Panjama Ampanthong – Planner**DATE** 23 November 2016**SUBJECT** Designation to be updated in the PAUP Decisions Version**Auckland
Council**
Te Kaitiaki o Tāmaki Makaurau

This memorandum concerns an update to Designation 1556 (Britomart Station) due to an update in the respective district plan

Unitary Designation Number	1556
Requiring Authority	Auckland Transport
Location:	12 Queen Street to Britomart Place, Auckland Central
Type of Designation	Rollover
Legacy Reference	Designation 314, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)
Purpose	Transport Centre, Britomart Place and Queen Street: This designation provides for the <u>construction</u> , operation and maintenance of a transport centre and the provision for of a rapid rail system. The centre comprises an underground <u>Railway rail</u> 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	No conditions. <u>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:</u>

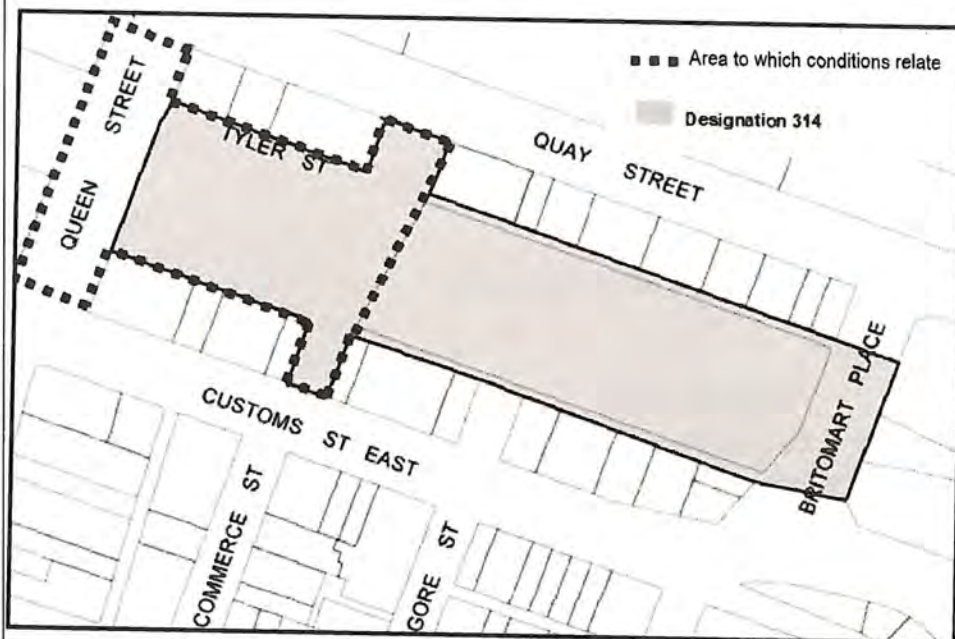


Figure 1: Area of Britomart Transport Centre Designation 314 to which the following conditions relate.

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), the designation shall lapse if not given effect to within 10 years from the date on which it is confirmed.

Condition No 3

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

- (a) Review the area of land designated for the Britomart Transport Centre.
- (b) Identify any areas of designated land that are either no longer necessary for construction activities associated with the Project, or no longer necessary for the on-going operation and/or maintenance of the Britomart Transport Centre or for on-going mitigation measures, specifically the area identified as Construction Support Area B in lower Queen Street.
- (c) Give notice in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in (b) above.

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

Condition No 4

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

(a) Hand held jackhammer.

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

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

(d) Piling.

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

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

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

5. Appointment of Communication and Consultation Manager

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

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

6. Pre-Construction Communication and Consultation Plan

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

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

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

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

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

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

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

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

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

(i) Who is responsible for a response;

(ii) How a response will be provided; and

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

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

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

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

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

(c) Heritage New Zealand Pouhere Taonga

(d) Network Utility Operators; and

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

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

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

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

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

(i) Newsletters.

(ii) Newspaper advertising.

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

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

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

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

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

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

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

7. Network Utility Operators

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

(a) Maintenance of and urgent repair works to existing Network Utilities.

(b) Minor renewal works to existing Network Utilities necessary for the on-going

provision or security of supply of Network Utility Operations.

(c) Minor works such as new property service connections.

(d) Upgrades to existing Network Utilities within the same or similar location with the same or similar effects on the Britomart Transport Centre designation.

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

(a) In place at the time the notice of requirement for the Project was served on Auckland Council; or

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

8. Community Liaison Group

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

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

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

(b) CBD Residents Advisory Group.

(c) Heart of the City.

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

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

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

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

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

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

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

(a) Provide administrative assistance to the Group.

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

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

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

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

8.7 Once construction has commenced the Requiring Authority will provide an update at least every three months (or as otherwise agreed) to the Group on compliance with

these conditions, the CEMP and DWPs and any material changes to these plans.

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

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

9. Mana Whenua Consultation

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

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

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

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

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

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

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

10. Network Utility Operator Liaison

10.1 The Requiring Authority and its contractor shall:

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

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

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

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

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

CONSTRUCTION CONDITIONS

11. Outline Plan Requirements

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

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

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

(c) Delivery Work Plans (DWPs).

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

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

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

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

(b) By submitting one or more:

(i) Communication and Consultation Plans

(ii) CEMP and/or

(iii) DWPs.

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

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

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

12. Independent Peer Review of CEMP and DWPs

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

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

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

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

13. Availability of Outline Plan(s)

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

(a) CEMP

(b) DWPs

(c) Communication and Consultation Plan.

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

14. Monitoring of Construction Conditions

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

14.2 This collaborative working process shall:

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

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

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

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

(ii) Identify and agree:

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

(b) Which receivers are affected parties.

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

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

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

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

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

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

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

(d) Review and identify any concerns or complaints received from, or related to, the

construction works monthly (unless a different timeframe is mutually agreed with the Auckland Council Consent Monitoring officer) and the adequacy of the measures adopted to respond to these.

COMMUNICATION AND CONSULTATION

15. Contact Person

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

16. Communication and Consultation Plan

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

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

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

(a) Inform the community of construction progress and future construction activities and constraints that could affect them.

(b) Provide early information on key Project milestones.

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

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

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

(ii) How responses will be provided; and

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

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

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

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

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

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

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

(iii) Heritage New Zealand Pouhere Taonga;

(iv) Auckland Council's Built Heritage Unit;

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

(vi) Network Utility Operators, including the process:

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

b. For the Requiring Authority to give approval (where appropriate) to Network Utility Operators as required by section 176(1) (b) of the RMA during the construction

period.

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

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

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

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

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

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

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

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

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

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

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

(j) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/or closures and alternative routes or detours to be used.

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

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

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

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

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

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

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

17. Concerns and Complaints Management

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

(a) Identify of the nature of the concern or complaint, and the location, date and time of the alleged event(s).

(b) Acknowledge receipt of the concern or complaint within 24 hours of receipt

(c) Respond to the concern or complaint in accordance with the relevant management plan, which may include monitoring of the activity by a suitably qualified expert and implementation of mitigation measures.

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

(a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.

(b) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.

(c) Known Project construction activities at the time and in the vicinity of the concern or complaint.

(d) Any other activities in the area unrelated to the Project construction that may have contributed to the concern or complaint such as non- Project construction, fires, traffic accidents or unusually dusty conditions generally.

(e) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

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

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

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

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

18. Preparation, Compliance and Monitoring

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

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

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

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

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

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

19. CEMP Requirements

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

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

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

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

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

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

19.2 The CEMP shall include details of:

(a) The site or Project Manager and the Communication and Consultation Manager (who will implement and monitor the Communication and Consultation Plan), including their contact details (phone, email and physical address).

(b) The Document management system for administering the CEMP, including review and Requiring Authority / Contractor / Auckland Council requirements.

(c) Environmental incident and emergency management procedures.

(d) Environmental complaints management procedures (see also Condition 17).

(e) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the DWPs which address the management of adverse effects during construction and the works identified in the Urban Design DWP.

(f) Specific details on demolition to be undertaken during the construction period.

(g) Means of ensuring the safety of the general public.

(h) Methods to assess and monitor potential cumulative adverse effects.

(i) How Station Plaza, Tyler and Galway Streets will be reinstated upon completion of the Project in accordance with the Urban Design DWP (Condition 33B).

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

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

20. CEMP Construction Works Requirements

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

(a) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas.

(b) Methods for managing the control of silt and sediment within the construction area.

(c) Methods for earthworks management (including depth and extent of earthworks and temporary, permanent stabilisation measures and monitoring of ground movement) for earthworks adjacent to buildings and structures.

(d) Measures to keep the construction area in a tidy condition in terms of disposal and storage of rubbish and unloading and storage of construction materials (including equipment).

(e) Measures to ensure that all storage of materials and equipment associated with the construction works takes place within the boundaries of the designation.

(f) Measures to ensure all temporary boundary / security fences associated with the construction of the Project are maintained in good order with any graffiti removed as soon as possible.

(g) How the construction areas are to be fenced and kept secure from the public and the location and specification of any temporary acoustic fences and visual barriers.

(h) Where practicable and without compromising their purpose, how opportunities for public viewing, including provision of viewing screens and display of information about the project and opportunities for mana whenua and community art or other decorative measures can be incorporated in the screens and fences required by condition (g), to enhance public amenity and connection to the project.

(i) The location of any temporary buildings (including workers offices and portaloos) and vehicle parking (which should be located within the construction area and not on adjacent streets).

(j) Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas.

(k) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances.

(l) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable.

21. Review Process for CEMP and DWPs

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

(a) Compliance with designation conditions, the CEMP, DWPs and material changes to these plans.

(b) Any changes to construction methods.

(c) Key changes to roles and responsibilities within the Project.

(d) Changes in industry best practice standards.

(e) Changes in legal or other requirements.

(f) Results of monitoring and reporting procedures associated with the management of

adverse effects during construction.

(g) Any comments or recommendations received from Auckland Council regarding the CEMP and DWPs.

(h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint as required under Condition 17.

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

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

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

22. Update of CEMP and DWPs following Review

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

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

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

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

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

23. Network Utilities

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

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

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

(a) In place at the time the notice of requirement for the Project was served on Auckland Council; or

(b) Undertaken in accordance with condition 7 of this designation or the section 176(1)

(b) RMA process.

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

(a) Cross references to the Communication and Consultation Plan for the methods that will be used to liaise with all Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation.

(b) Measures to be used to identify accurately the location of existing Network Utilities, and the measures for the protection, support, relocation and/or reinstatement of existing Network Utilities.

(c) Methods to be used to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing Network Utilities (and their priority designations) which traverse, or are in close proximity to, the designation, and the restrictions in place in relation to those existing Network Utilities. This shall include:

(i) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to existing Network Utilities.

(ii) Plans identifying the locations of the existing Network Utilities (and their designations) and appropriate physical indicators on the ground showing specific surveyed locations.

(d) Measures to be used to ensure the continued operation of Network Utility operations and the security of supply of the services by Network Utility Operators at all times.

(e) Measures to be used to enable Network Utility Operators to access existing Network Utilities for maintenance at all reasonable times on an ongoing basis during construction, and to access existing Network Utilities for emergency and urgent repair works at all times during the construction of the Project.

(f) Contingency management plans for reasonably foreseeable circumstances in respect of the relocation and rebuild of existing Network Utilities during the construction of the Project.

(g) A risk analysis for the relocation and rebuild of existing Network Utilities during the construction of the Project.

(h) Earthworks management (including depth and extent of earthworks and temporary and permanent stabilization measures), for earthworks in close proximity to existing Network Utilities.

(i) Vibration management and monitoring for works in close proximity to existing Network Utilities.

(j) Emergency management procedures in the event of any emergency involving existing Network Utilities.

(k) The process for providing as-built drawings showing the relationship of the relocated Network Utilities to the Project to Network Utility Operators and the timing for providing these drawings.

(l) A summary of the consultation (including any methods or measures in dispute and the Requiring Authorities response to them) undertaken between the Requiring Authority and any Network Utility Operators during the preparation of the CEMP.

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

recommendation is not accepted.

TRANSPORT, ACCESS AND PARKING

24. General Transport, Access and Parking

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

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

(a) Managing the road transport network for the duration of construction by adopting the best practicable option to manage congestion.

(b) Managing pedestrian safety and amenity.

(c) Maintaining pedestrian access to private property at all times.

(d) Providing on-going vehicle access to private property to the greatest extent possible

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

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

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

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

(b) Details of widening of footpaths resulting in:

(i) Road lane narrowing in Commerce Street.

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

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

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

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

(ii) On Galway Street; and

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

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

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

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

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

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

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

pedestrians and cyclists through:

(i) Prioritising, as far as practicably possible, pedestrian and public transport at intersections where construction works are occurring. The objective with regard to pedestrians is to ensure that satisfactory and safe movement is maintained, at or adjacent to the construction works.

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

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

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

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

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

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

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

(i) Site preparation and Station Plaza accommodation works

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

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

(m) Inclusion of the following requirements:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(a) providing fencing to guide pedestrian movement, or

(b) modifying signal timings and phases for the benefit of pedestrians, where reasonably practicable at that time.

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

24.13 The Requiring Authority shall ensure that no trucks larger than a 11.5m rigid truck travel to or from or make deliveries to or from the respective work site areas

between the hours of 7.30am to 9.30am and 3pm to 6pm.

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

NOISE AND VIBRATION

25. Project Standards - Construction Noise

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

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

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:

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

value) and are sensitive structures					
---	--	--	--	--	--

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:

<u>Building Type</u>	<u>Vibration Criteria Velocity² (mm/s)</u>	<u>Reradiated Noise Criteria (dB L_{ASmax} re: 20 µPa)</u>
<u>Commercial uses with primarily daytime use¹</u>	<u>0.14</u>	<u>40</u>
<u>Residences and buildings</u>	<u>0.1</u>	<u>35</u>

<u>Auditoria/Theatres</u>	<u>0.1</u>	<u>30</u>
<u>TV/Recording Studios⁰</u>	<u>0.05</u>	<u>25</u>

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:

<u>Location</u>	<u>Period</u>	<u>dB L_{Aeq}</u>	<u>dB L_{AFmax}</u>
<u>Auckland Central Area</u>	<u>7:00am to 11:00pm</u>	<u>65</u>	
	<u>11:00pm to 7:00am</u>	<u>60</u>	<u>75</u>

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:

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

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

24.3

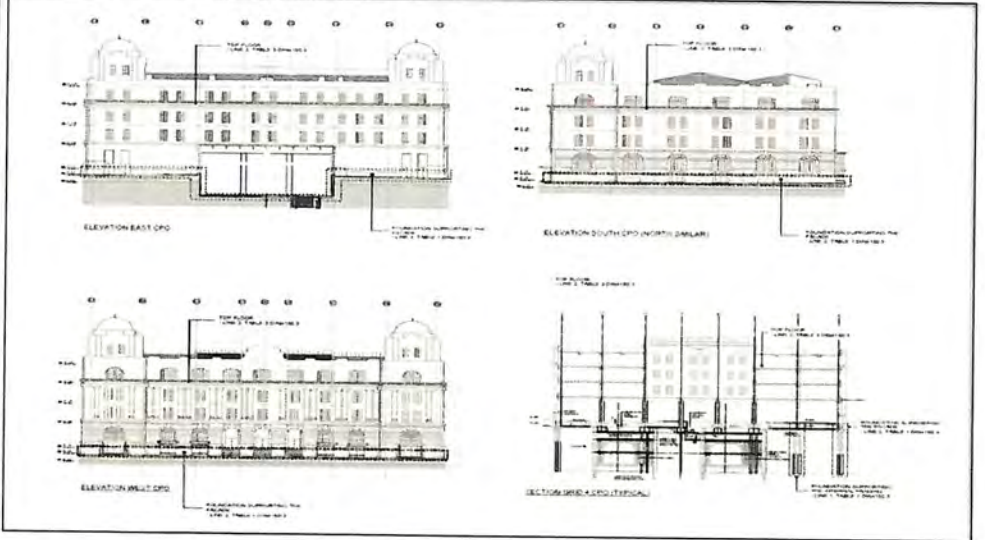
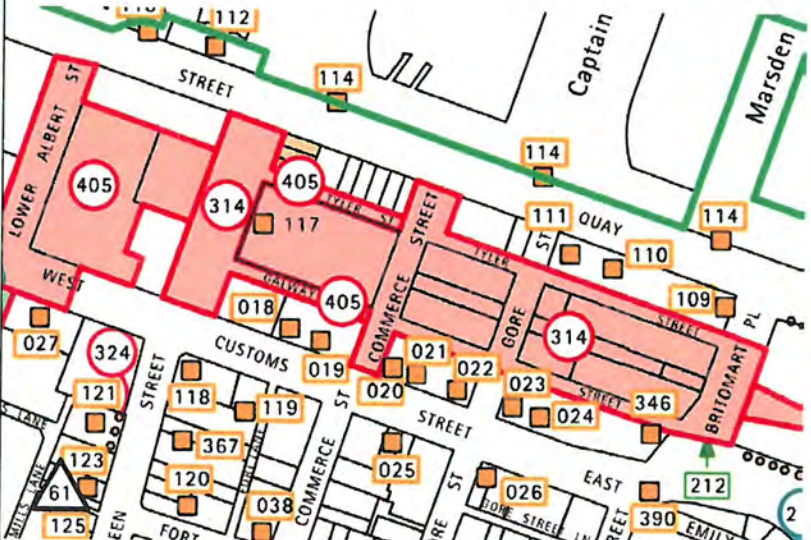
Note: This list references the figure in Appendix 2 of the Alteration to the Designation decision from Auckland Transport

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

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

	 <p>ELEVATION EAST (DPO)</p> <p>ELEVATION SOUTH (DPO) (NORTH SIDE)</p> <p>ELEVATION WEST (DPO)</p> <p>SECTION (DPO) (TYPICAL)</p>
Changes to diagrams	N/A
Changes to spatial data	GIS Map attached
New affectation	<i>Unitary plan use only</i>
Screen shots	<p>Screen shot of designation 314 in the Central Area Plan</p> <p>Note for GIS: please get the shape files for designation 1556 from the legacy plan designation 314</p> 

Prepared by:

Area Planner *Panjama Ampanthong*

Signature:

Panjama Ampanthong

Reviewed by: *23/11/16*

Area Planner

Signature:

Entered by:

Planning Technician

Signature:

Diana Luong


Maps prepared by:

Shelley Glassey - Unitary Plan Geospatial Lead

Signature:



Signed off by:

Phill Reid

Signature:



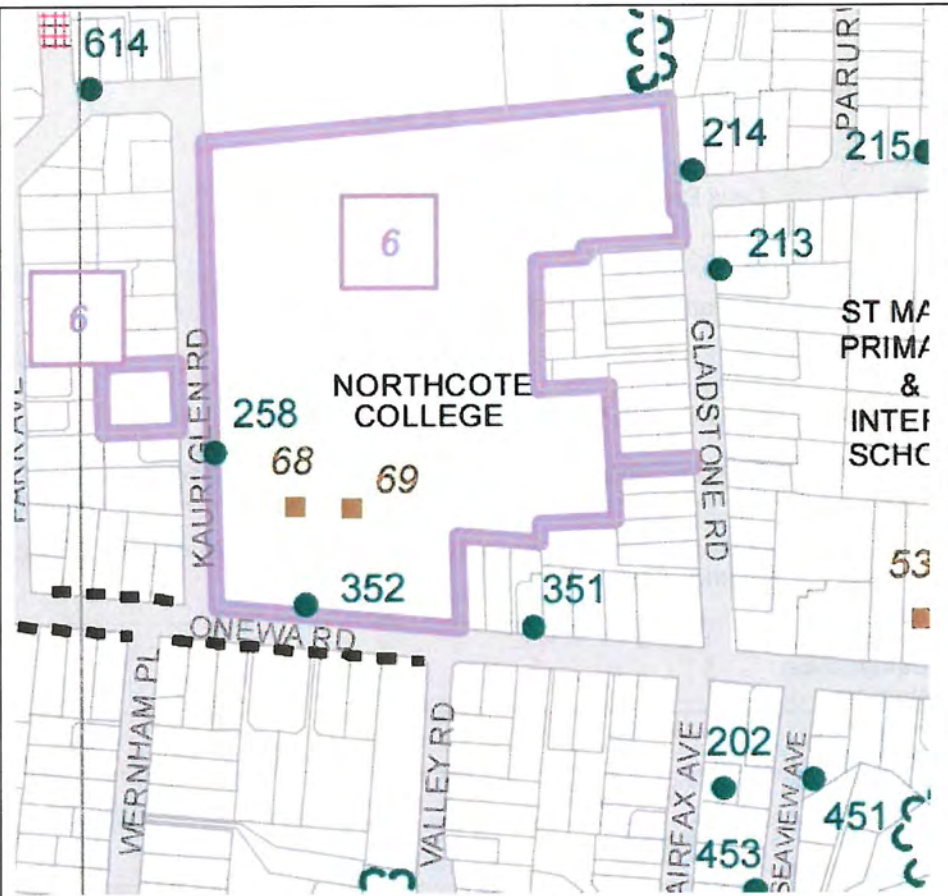
Date:

8/12/16

CHANGE REQUEST MEMORANDUM**FILE REF****TO** Celia Davison – Acting Manager Unitary Plan**FROM** Jo Hart – Planner – North/West Planning**DATE** 21 November 2016**SUBJECT** Designation to be updated in the PAUP Operative in Part

This memorandum concerns an update to Designation 4533 (Northcote College) due to an update in the respective district plan.

Unitary Designation Number	4533
Requiring Authority	Minister of Education
Location:	No changes
Type of Designation	Rollover
Legacy Reference	Designation 6, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	No changes
Purpose	No changes
Conditions	No changes
Changes to diagrams	No changes
Changes to spatial data	Screenshot below shows the alteration to designation 6 has been made



Screenshot below shows area to be removed:

Designation 4533 – remove area highlighted in blue

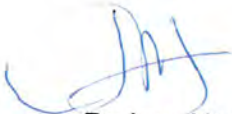


New affectation	N/A
Attachments	No Attachments

Prepared by:

Area Planner

Signature:



Reviewed by:

Area Planner

Signature:

Mapping checked 

Signed off by:

Phill Reid

Signature:



8/12/16

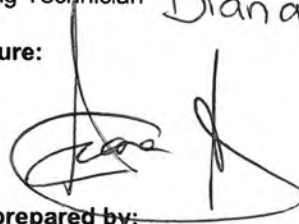
Date:

Entered by:

Planning Technician

Diana Luong

Signature:



Maps prepared by:

Shelley Glassey

Unitary Plan Geospatial Lead

Signature:



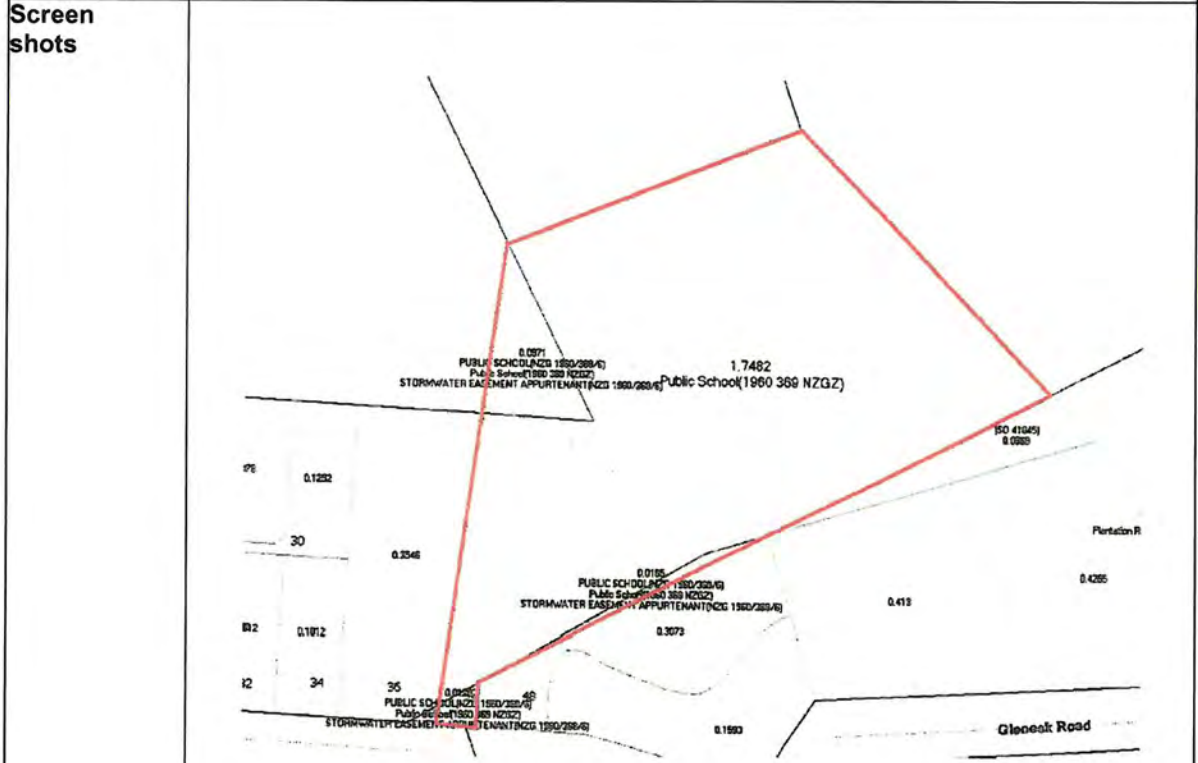
CHANGE REQUEST MEMORANDUM**FILE REF****TO** Celia Davison – Manager Unitary Plan**FROM** Douglas Sadlier – Principal Planner North/West**DATE** 2 November 2016**SUBJECT** Designation to be withdrawn in the PAUP Decisions Version

This memorandum concerns a withdrawal to Designation 4633 (Piha School) due to an update in the respective district plan

Unitary Designation Number	4633
Requiring Authority	<i>Minister of Education</i>
Location:	Garden Road, Piha
Type of Designation	Reliever
Legacy Reference	Designation ME35, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)
Purpose	Educational purposes – primary school (years 0 – 8)
Conditions	The standard conditions for all Minister of Education designations apply to this designation. <u>Removed as per Minister of Education request.</u>
Changes to diagrams	N/A

Changes to spatial data	GIS Map attached
--------------------------------	------------------

New affectation	<i>Unitary plan use only</i>
------------------------	------------------------------



Please remove designation 4633 from Garden Road, Piha (now known as 42 Seaview Road, Piha).

Screen shot below is from map H0 Waitakere Section showing the designation has been removed.



Prepared by:

Area Planner
Douglas Sadler – Principal Planner

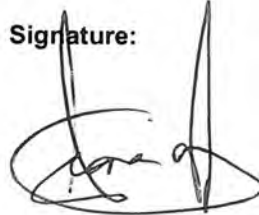
Signature:



Entered by:

Planning Technician
Diana Luong

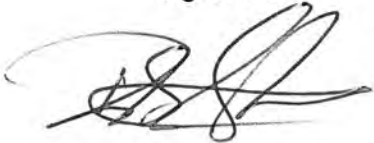
Signature:



Reviewed by:

DOUGLAS SADLER
PRINCIPAL PLANNER
North West Plan

Signature:



Maps prepared by:

Shelley Glassey - Unitary Plan Geospatial Lead

Signature:



Signed off by:

Celia Davison - Manager Unitary Plan

Signature:

Phill Reid
Auckland-wide Planning Manager



Date:

8/12/16

CHANGE REQUEST MEMORANDUM**FILE REF****TO** Celia Davison – Manager Unitary Plan**FROM** David Wong – Planner, Principal Planner South**DATE** 11 November 2016**SUBJECT** Designation to be updated in the PAUP

This memorandum concerns an update to Designation 4950 (Southern Cross Campus) due to an update in the respective district plan.

Unitary Designation Number	4950
Requiring Authority	Minister of Education
Location:	253 Buckland Road, Mangere
Type of Designation	Alteration
Legacy Reference	Designation 49 and 60, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)
Purpose	Educational purposes – primary school (years 0 – 8) and may include early childhood education (preschool)- <u>except where expressly altered by the conditions below:</u>
Conditions	<ol style="list-style-type: none"><u>1. With the exception of staff activity that the operation of early childhood centres (preschool) be restricted to the operating hours of 7.00am to 6.00pm, Monday to Friday but not on Saturday, Sunday and public holidays.</u><u>2. That the on-site car parking for early childhood centres (preschool) shall be provided at a rate of one car park per every 10 children the facility is licensed or designed to accommodate, plus one per each full time equivalent staff member required for the license or designed capacity of the centre, plus a suitable drop off area located on site to accommodate peak parking demand.</u>
Changes to diagrams	N/A
Changes to spatial data	N/A
New affectation	
Attachments	N/A

Prepared by:

David Wong – Principal Planner South

Signature:

David Wong 11/11/2016

Reviewed by:

Signature:

Signed off by:

~~Celia Davison – Manager Unitary Plan~~

*Phill Reid
Auckland-wide Planning manager*

Signature:

[Handwritten signature]

Date:

8/12/16

Entered by:

Planning Technician

Diana Luong

Signature:

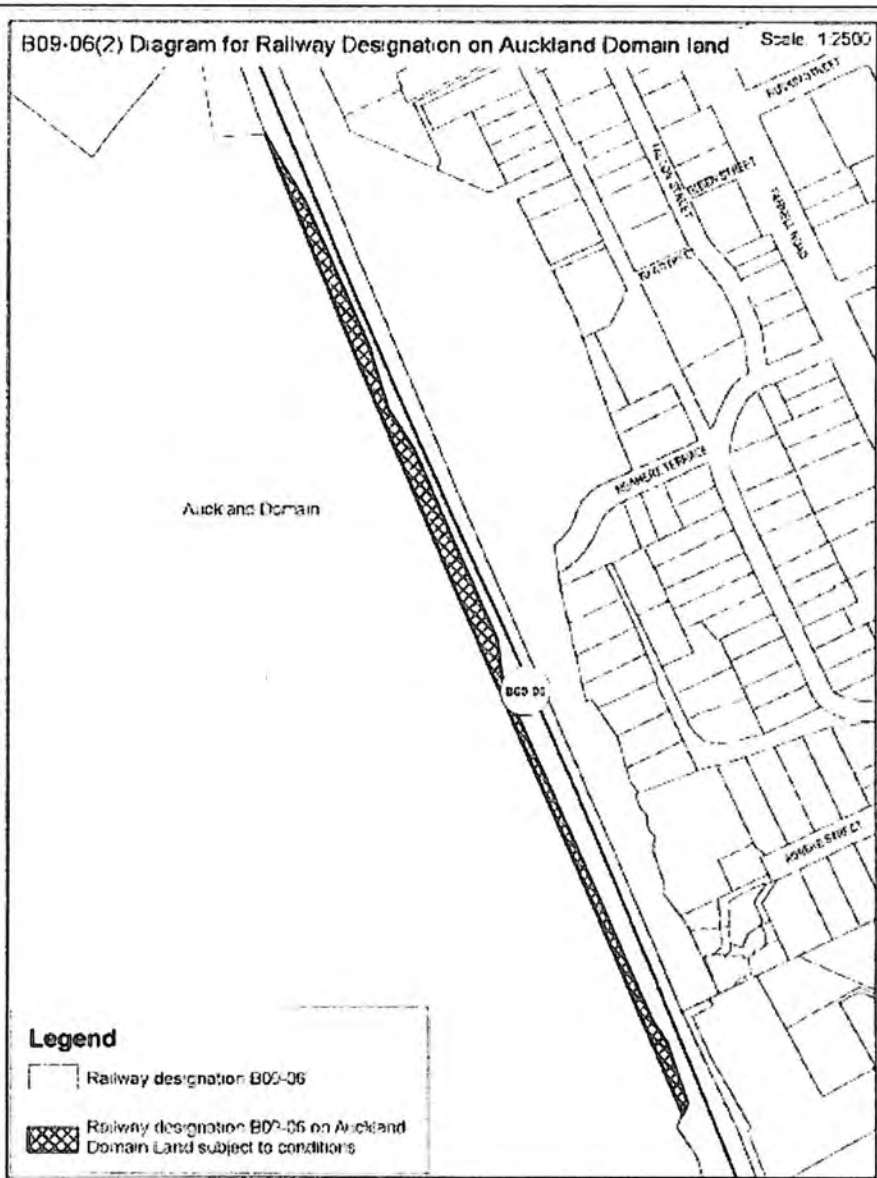
[Handwritten signature]

CHANGE REQUEST MEMORANDUM**FILE REF****TO** Celia Davison – Manager Unitary Plan**FROM** Anna Papaconstantinou**DATE** 14 November 2016**SUBJECT** Designation to be updated in the PAUP Decisions Version

This memorandum concerns an update to Designation 6301 Newmarket Branch Railway Line due to an update in the respective district plan

Unitary Designation Number	6301
Requiring Authority	KiwiRail
Location:	Newmarket Branch Railway Line from Remuera <u>Road</u> , Newmarket to The Strand, Parnell
Type of Designation	Rollover
Legacy Reference	Designation B09-06, Auckland Council District Plan (Isthmus Section) 1999; and Designation 282, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)
Purpose	The purpose of the designation is to develop, operate and maintain railways, railway lines, railway infrastructure, and railway premises as defined in the Railways Act 2005
Conditions	No updated conditions, diagram and maps only.

Changes to diagrams



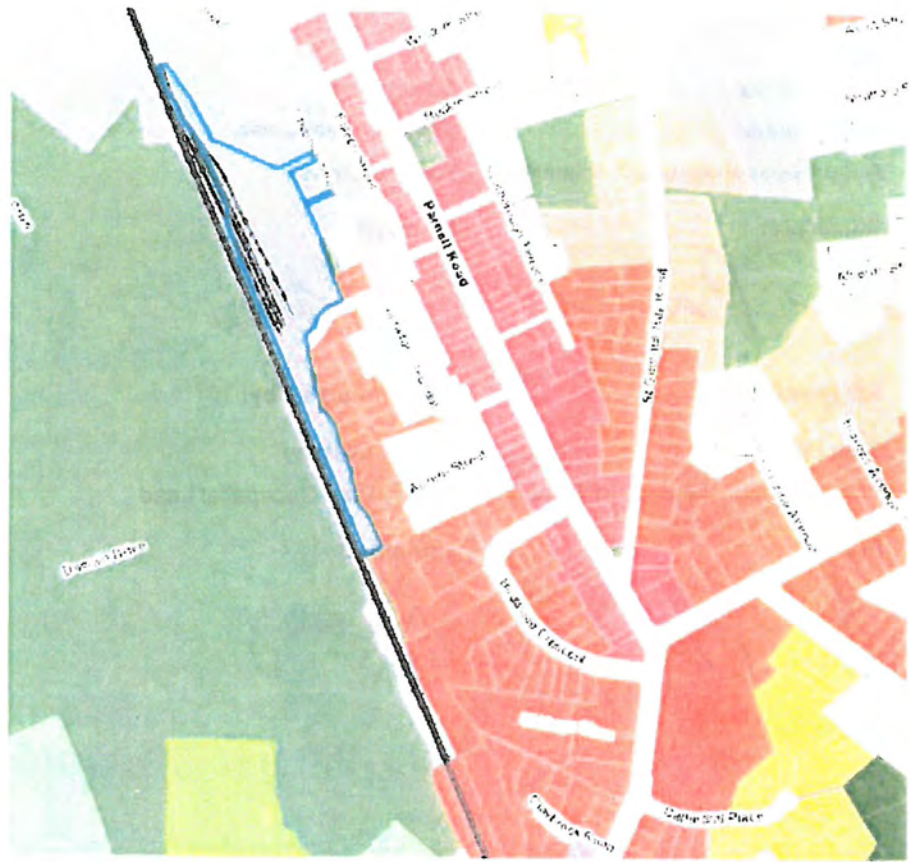
Changes to spatial data

Please see screenshot below.

New affectation

Utility plan use only

Screen
shots



Another map attached due to
quality. B

Prepared by:
Area Planner
Anna Papaconstantinou - Planner

Signature:



Reviewed by:
Area Planner
Anna Papaconstantinou - Planner

Signature:



Entered by:
Planning Technician
Bronnie Styles

Signature:



Maps prepared by:
Shelley Glassey
Unitary Plan Geospatial Lead

Signature:



Signed off by:
Celia Davison
Manager Unitary Plan

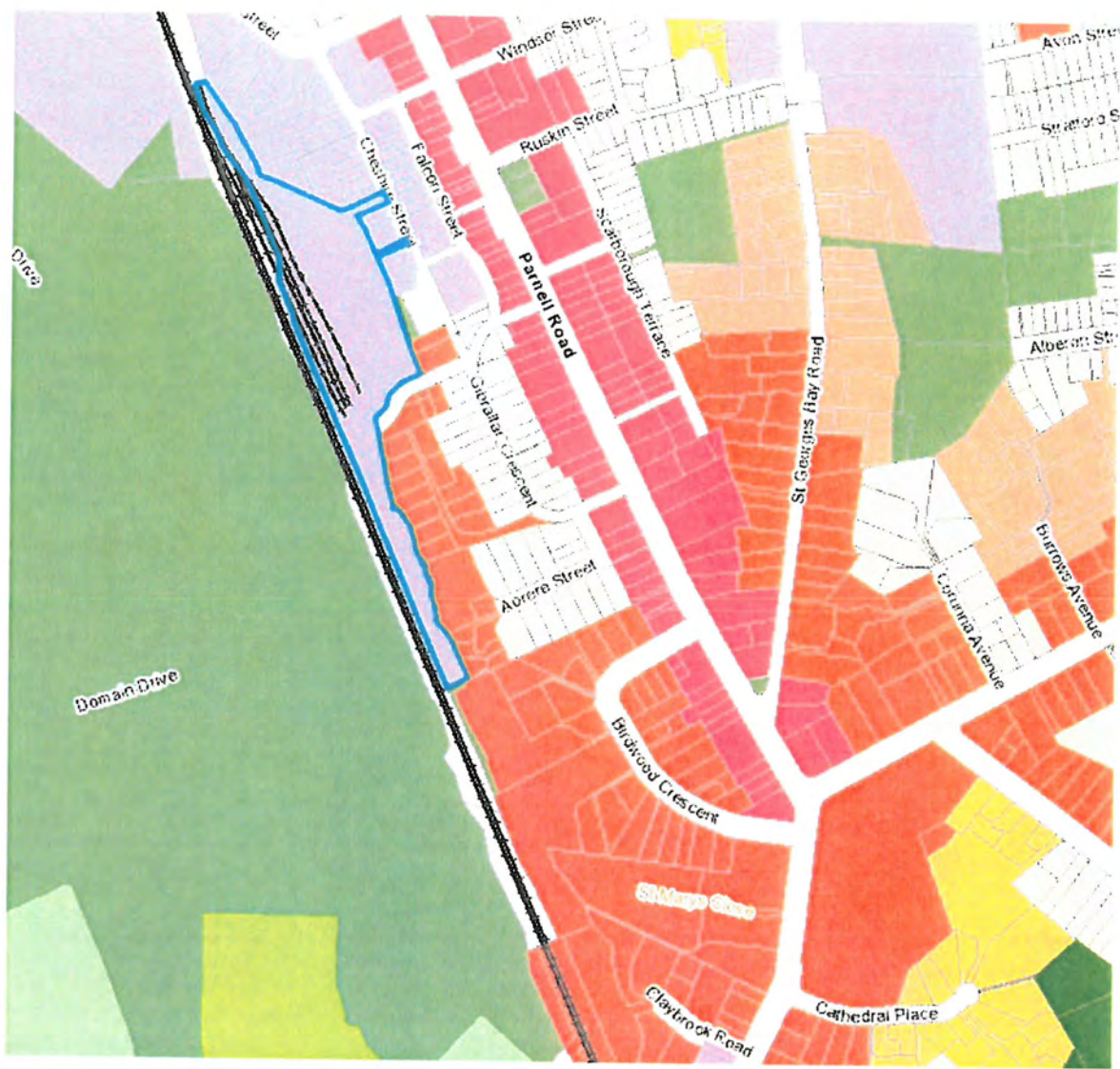
Phill Reid
Auckland-wide Planning Manager

Signature:



8/12/16

Date:



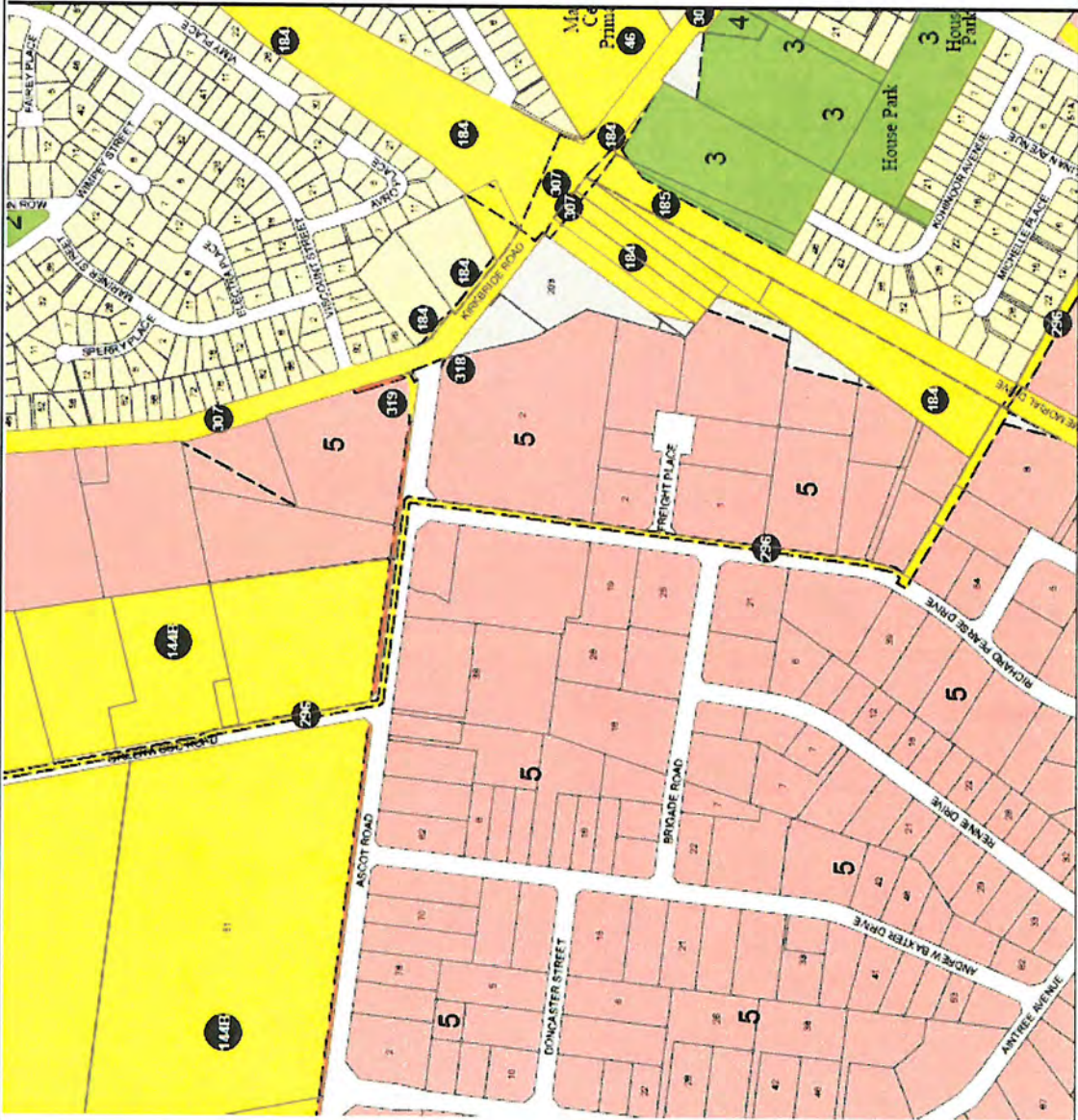
CHANGE REQUEST MEMORANDUM**FILE REF****TO** Celia Davison – Acting Manager Unitary Plan**FROM** Nicholas Lau**DATE** 22 November 2016**SUBJECT** Designation to be updated in the AUPOP

This memorandum concerns an update to Designation 6712 State Highway 20A from Bader Drive to south of Kirkbride Road, Mangere) due to an update in the respective district plan.

Unitary Designation Number	6712
Requiring Authority	New Zealand Transport Agency
Location:	190 Kirkbride Road, Mangere
Type of Designation	Alteration
Legacy Reference	Designation 184, Auckland Council District Plan (Manukau Section)
Lapse Date	Given effect to (i.e. no lapse date)
Purpose	Airport Motorway (State Highway 20A).
Conditions	<p><u>29. Prior to commencement of construction activities associated with the SH20A to Airport Project on the site at 190 Kirkbride Road, the Requiring Authority shall submit a site specific Landscape Concept Plan, prepared by a suitably qualified landscape architect, in consultation with the owner of the site at 190 Kirkbride Road, for certification by Auckland Council (c/o Team Leader Southern Monitoring).</u></p> <p><u>The Landscape Concept Plan shall confirm the area of the frontage of 190 Kirkbride Road to be landscaped, in general accordance with Drawing No. 3123502-CE-3073 (dated 13.09.15) and provide details of the proposed planting palette, including a plan of the planted area identifying proposed plant species, spacing and size at time of planting.</u></p> <p><u>30. The Landscape Concept Plan certified by Auckland Council in accordance with Condition 29 shall be implemented no later than the first planting season, or within the first three months (whichever is longer) of completing construction activities associated with the SH20A to Airport Project on the site at 190 Kirkbride Road, at no cost to the landowner, who will be responsible for ongoing maintenance of the replacement landscape planting following implementation of the Landscape Concept Plan by the Requiring Authority.</u></p> <p><u>31. Where the landowner of 190 Kirkbride Road does not provide written approval before 1 December 2016 for the Requiring Authority to access the site, the Requiring Authority will be deemed to have satisfied its obligations under Conditions 29 and 30, subject to the Requiring Authority providing Auckland Council (c/o Team Leader Southern Monitoring) with written correspondence entered into with the</u></p>

	<u>affected landowner at 190 Kirkbride Road (dated before 1 December 2016) for the purpose of accessing the site.</u>
Changes to diagrams	N/A

Changes to spatial data

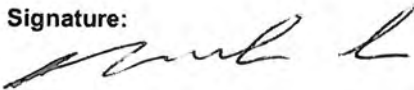


New affectation	<i>Unitary plan use only</i>
Attachments	<i>Eg. maps and diagrams</i>

Prepared by:

Area Planner
Nicholas Lau – Principal Planner

Signature:



Entered by:

Planning Technician
Bronnie Styles

Signature:



Reviewed by:

Area Planner
Nicholas Lau – Principal Planner

Signature:

Maps prepared by:

Shelley Glassey
Unitary Plan Geospatial Lead

Signature:



Signed off by:

Celia Davison *Phill Reid*
Manager Unitary Plan *Architect - wide*
Planning Manager

Signature:



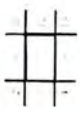
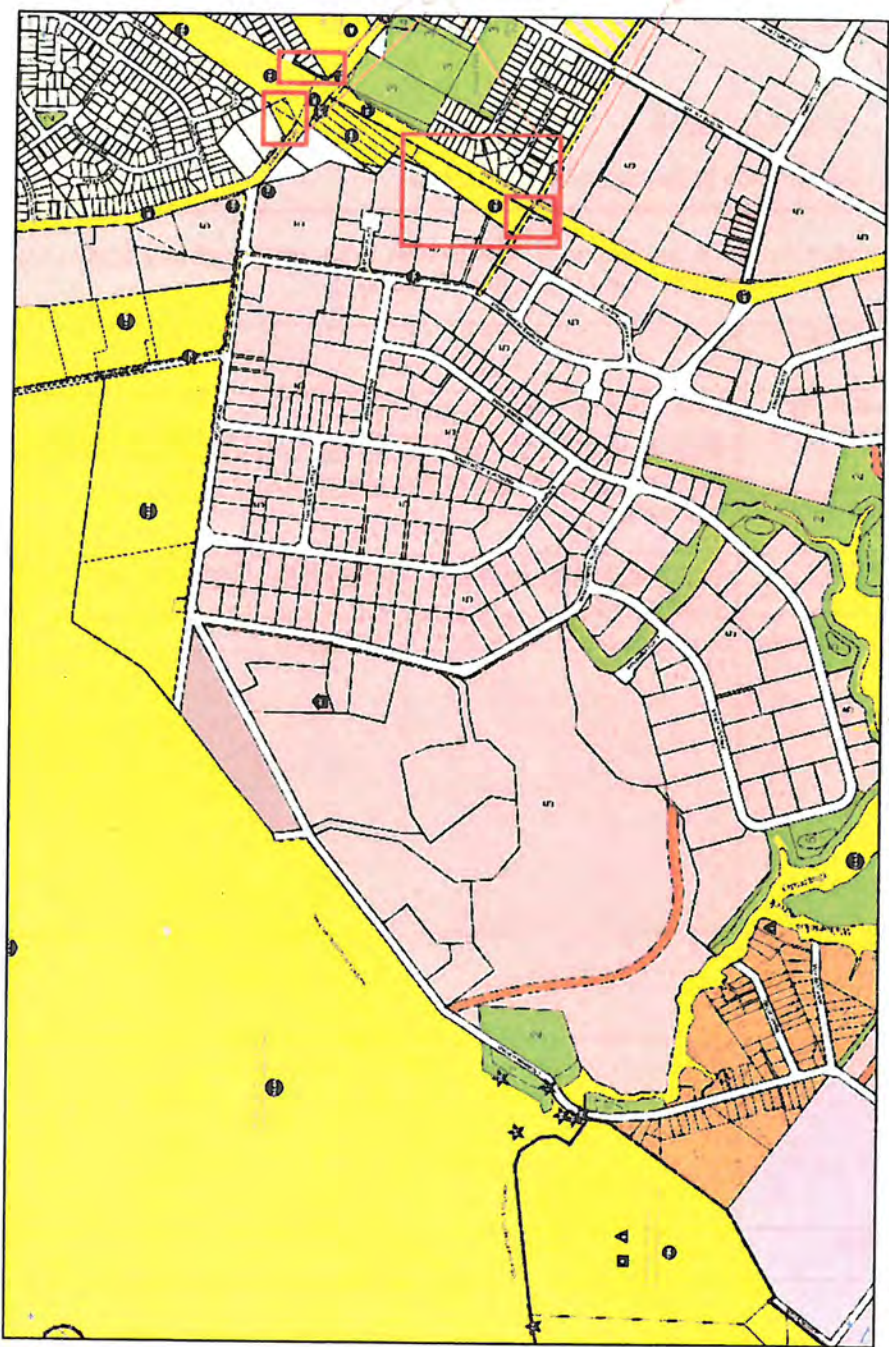
8/12/16

Date:

CHANGE REQUEST MEMORANDUM**FILE REF****TO** Celia Davison – Acting Manager Unitary Plan**FROM** Nick Lau**DATE** 16 November 2016**SUBJECT** Designation to be updated in the PAUP

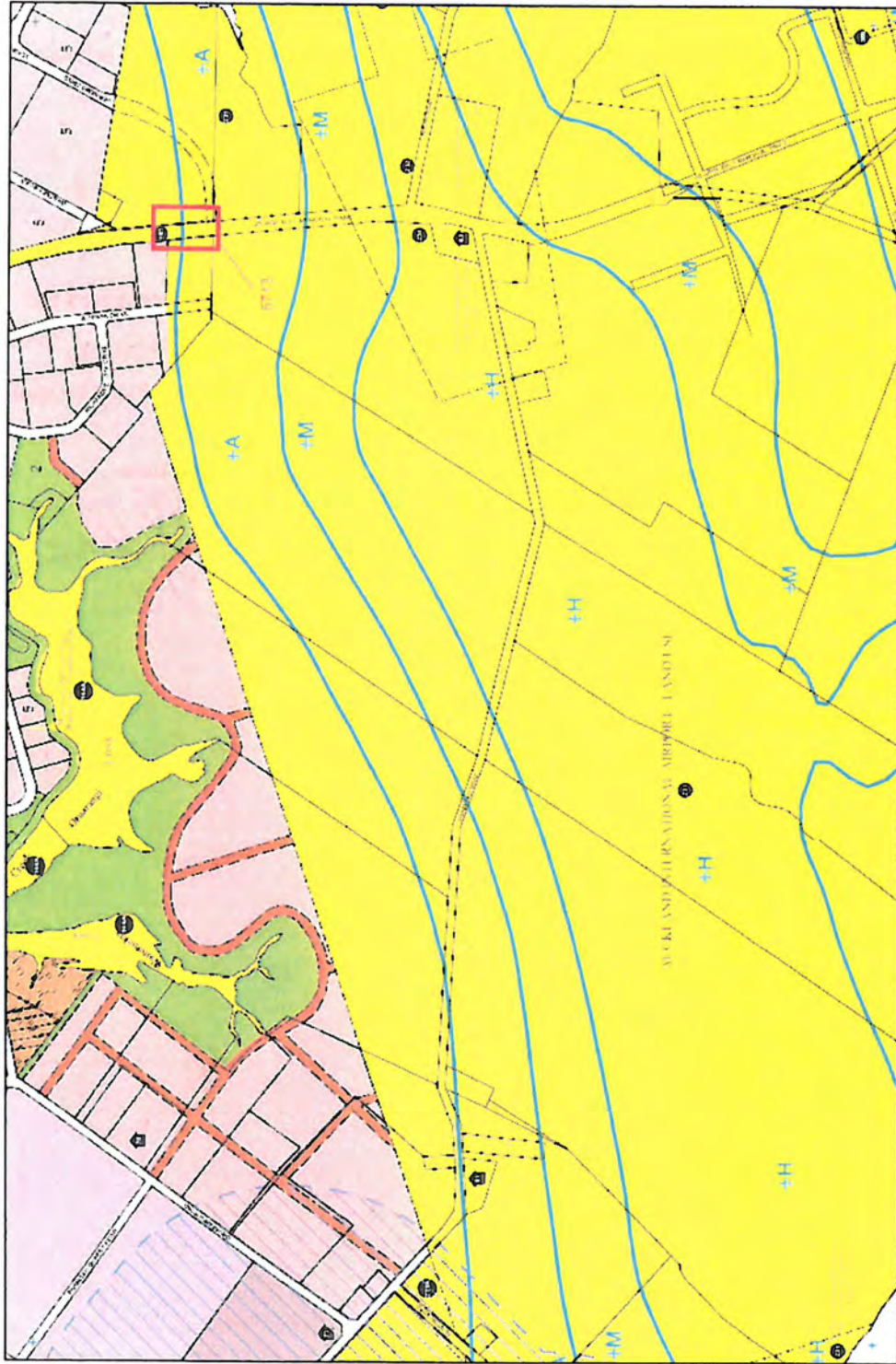
This memorandum concerns an update to Designation 6713 State Highway 20A – George Bolt Memorial Drive due to an update in the respective district plan.

Unitary Designation Number	6713
Requiring Authority	New Zealand Transport Authority
Location:	State Highway 20A (George Bolt Memorial Drive) from Kirkbride Road to Auckland International Airport, Mangere
Type of Designation	Alteration
Legacy Reference	Designation 185, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	If applicable
Purpose	
Conditions	N/A
Changes to diagrams	N/A
Changes to spatial data	N/A
New affectation	



Manukau Operative District Plan 2002





1	2	3	4
5	6	7	8
9	10	11	12

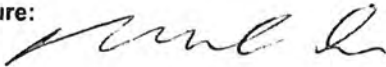
Manukau Operative District Plan 2002



Prepared by:

Area Planner
Nick Lau


Signature:



Reviewed by:

Area Planner
Nick Lau

Signature:



Signed off by:

Celia Davison

Phill Reid

Manager Unitary Plan

Auckland-wide

Planning Manager

Signature:



Date:

8/12/16

Entered by:

Planning Technician
Bronnie Styles

Signature:



Maps prepared by:

Shelley Glassey
Unitary Plan Geospatial
Lead

Signature:



CHANGE REQUEST MEMORANDUM**FILE REF****TO** Celia Davison – Acting Manager Unitary Plan**FROM** Craig Cairncross**DATE** 22 November 2016**SUBJECT** Designation to be updated in the PAUP

This memorandum concerns an update to Designation 6714 State Highway 1 – Manukau City Centre to Takanini (Southern Corridor initiative) due to an update in the respective district plan.

Unitary Designation Number	6714												
Requiring Authority	New Zealand Transport Agency												
Location:	State Highway 1 from north of Highbrook Drive, Otara to south of Great South Road, Takanini												
Type of Designation	Alteration												
Legacy Reference	Designation 186, Auckland Council District Plan (Manukau Section) 2002												
Lapse Date	Given effect to (i.e. no lapse date)												
Purpose	Southern Motorway (State Highway 1).												
Conditions	<p>1. <u>Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notices of Requirement dated November 2014 and referenced by the Council as MPA077 and PPA052 and supporting documents being NOR documents, Application Forms, and Assessment of Environmental Effects prepared by Green Group Ltd, dated November 2014, including:</u></p> <p><u>Volume 1-Notices of Requirement- NoRs 1 and 2 dated 6 Nov 2014</u></p> <table border="1"><thead><tr><th><u>Relevant plan title and reference</u></th><th><u>Author</u></th><th><u>Rev</u></th><th><u>Dated</u></th></tr></thead><tbody><tr><td><u>Volume 2 Assessment of Environmental Effects</u></td><td><u>Owen Burn</u></td><td><u>4</u></td><td><u>Nov 2014</u></td></tr><tr><td><u>Volume 3 Technical Reports comprising: Arboricultural Assessment</u></td><td><u>Leon Saxon-Greenscene NZ Ltd</u></td><td><u>1</u></td><td><u>Nov 2014</u></td></tr></tbody></table>	<u>Relevant plan title and reference</u>	<u>Author</u>	<u>Rev</u>	<u>Dated</u>	<u>Volume 2 Assessment of Environmental Effects</u>	<u>Owen Burn</u>	<u>4</u>	<u>Nov 2014</u>	<u>Volume 3 Technical Reports comprising: Arboricultural Assessment</u>	<u>Leon Saxon-Greenscene NZ Ltd</u>	<u>1</u>	<u>Nov 2014</u>
<u>Relevant plan title and reference</u>	<u>Author</u>	<u>Rev</u>	<u>Dated</u>										
<u>Volume 2 Assessment of Environmental Effects</u>	<u>Owen Burn</u>	<u>4</u>	<u>Nov 2014</u>										
<u>Volume 3 Technical Reports comprising: Arboricultural Assessment</u>	<u>Leon Saxon-Greenscene NZ Ltd</u>	<u>1</u>	<u>Nov 2014</u>										

<u>Consultation Record</u>	<u>Lucie Mairs</u>	<u>1</u>	<u>Oct 2014</u>
<u>Social Impact Assessment</u>	<u>J Talbot and Louise Strogen</u>	<u>3</u>	<u>Nov 2014</u>
<u>Assessment of Traffic Noise and Vibration</u>	<u>Siiri Wilkening (Marshall Day Acoustics)</u>	<u>4</u>	<u>28 Oct 2014</u>
<u>Assessment of Transport Effect Flow Transportation F11 Nov 2014</u>	<u>Flow Transportation Specialists Ltd</u>	<u>F</u>	<u>11 Nov 2014</u>
<u>Assessment of Effects on Freshwater Ecology</u>	<u>Eddie Sides</u>	<u>4</u>	<u>October 2014</u>
<u>Assessment of Effects on Terrestrial Ecology</u>	<u>Katherine Muchna and Dr Sarah Flynn</u>	<u>3</u>	<u>October 2014</u>
<u>Assessment of Landscape and Visual Effects</u>	<u>Shannon Bray Boffa Miskell</u>	<u>4</u>	<u>2Dec 2014</u>
<u>Construction Environmental Plan</u>	<u>Steve Lloyd</u>	<u>1</u>	<u>Nov 2014</u>
<u>Relevant plan title and reference</u>	<u>Author</u>	<u>Rev</u>	<u>Dated</u>
<u>Volume 4 Southern Corridor</u>	<u>Aurecon</u>	<u>Various</u>	<u>07 Nov 2014</u>
<u>Improvements Drawings set comprising:</u>			
<u>- Designation Plans</u>			
<u>- General Arrangement</u>			
<u>- Typical Sections</u>			
<u>- Retaining Walls</u>			
<u>- Civil structures</u>			
<u>- Existing Utilities</u>			
<u>- Proposed utilities</u>			
<u>- Drainage</u>			
<u>- Erosion and Sediment Control</u>			
<u>Other additional information</u>	<u>Author</u>	<u>Rev</u>	<u>Dated</u>
<u>Further information letter, including all attachments</u>	<u>Owen Burn</u>		<u>23 December 2014</u>
<u>Email on 10 February 2015, subject:</u>	<u>Steve Lloyd</u>		<u>10 February 2015</u>
<u>"Notes on email from Fritha Witton"</u>			
<u>regarding withdrawal of LUC for trees</u>			
<u>SH1: Southern Corridor Improvements</u>	<u>Shannon Bray</u>		<u>10 March 2015</u>

<u>Urban Design and Landscape Framework- Revision 2</u>			
<u>Cover Letter</u>	<u>Owen Burn</u>		<u>27 January 2015</u>
<u>Assessment of Environmental Effects Addendum</u>	<u>Owen Burn</u>	<u>1</u>	<u>January 2015</u>
<u>Plans: Noise/Security Wall Height</u>	<u>Aurecon</u>	<u>T3</u>	<u>26/5/15</u>
<u>Plans: Sheets 1-14</u>			
<u>Drawings 241032 - 0231 to 0237</u>	<u>Aurecon</u>	<u>B</u>	<u>15/05/2015</u>
<u>Drawings 241032 - 0238</u>	<u>Aurecon</u>	<u>A</u>	<u>15/05/2015</u>
<u>Drawings 241032-0206 -TypicalCross Sheet4</u>	<u>Aurecon</u>	<u>c</u>	<u>17/10/2014</u>
<u>Other additional information</u>	<u>Author</u>	<u>Rev</u>	<u>Dated</u>
<u>Drawing241032-0101-General Arrangement-Sheet 1</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing 241032 -0102 - General Arrangement- Sheet 2</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing241032- 0103-General Arrangement- Sheet 3</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing 241032- 0104- General Arrangement- Sheet 4</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing 241032 -0105- General Arrangement- Sheet 5</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing 241032- 0106- General Arrangement- Sheet 6</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing 241032- 0107 - General Arrangement- Sheet 7</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing 241032- 0108 - General Arrangement- Sheet8</u>	<u>Aurecon</u>	<u>G</u>	<u>17/10/2014</u>
<u>Drawing 241032-0109 - General Arrangement-Sheet9</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing 241032 -0110 - General Arrangement- Sheet 10</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing 241032 -0111 - General Arrangement- Sheet 11</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing 241032- 0112 - General Arrangement- Sheet 12</u>	<u>Aurecon</u>	<u>G</u>	<u>07/11/2014</u>

<u>Drawing 241032-0113- General Arrangement- Sheet 13</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>
<u>Drawing 241032- 0114- General Arrangement- Sheet 14</u>	<u>Aurecon</u>	<u>F</u>	<u>17/10/2014</u>

The amended Notice of Requirement Drawings 241032-0100-0117 attached as Attachment A. These drawings represent the final form of the altered designation line and override the alteration to designation line shown in Volume 4 Southern Corridor Improvements Drawings and all other drawings referred to above.

2. The designation shall lapse if not given effect to within 10 years from the date on which is included in the Auckland Council District Plan (Manukau Section), the Auckland Council District Plan (Papakura Section) and the Proposed Auckland Unitary Plan (PAUP).

3. As soon as practicable following completion of the Southern Corridor Improvements (the Project), the Requiring Authority shall give notice in accordance with 182 of the RMA to Manager Regional and Local Planning, Auckland Council, for the removal of those parts of the designation that are not required for the long term operation, maintenance and mitigation of effects of the Project.

Noise and Vibration Management- Operation

4. The detailed design of any structural mitigation measures (detailed mitigation measures) shall be undertaken by a suitably qualified acoustics specialist prior to construction of the Project, in consultation with an urban designer and landscape architect, and shall include the location, length and height of noise barriers in general accordance with the Assessment Traffic Noise and Vibration.

5. Following detailed design, where a need is identified to revise any structural mitigation measure as identified in Drawing Nos. 241032-0000-DRG-RU-0101-T1 to 241032-0000-DRG-RU-00114-T1 Noise/Security Wall Height Plans, Sheet 1 to 14 (for example, because it is not practicable to implement a particular mitigation in the same location, length).

i) If the changed design of the structural mitigation measure would still achieve the same Noise Criteria Category at all relevant protected premises and facilities (PPFs), and a suitably qualified acoustic specialist certifies to the Council that the changed structural mitigation measure would be consistent with adopting the Best Practicable Option (BPO) in accordance with NZS6806:2010, the detailed mitigation measures may be amended to include the changed structural mitigation measure, or

ii) If the changed design of the structural mitigation measure would change the Noise Criteria Category at any PPF to a less stringent Noise Criteria Category, but a suitably qualified acoustic specialist confirms that the changed structural mitigation measure would be consistent with adopting the BPO in accordance with NZS6806:2010, the detailed mitigation measure may be amended to include the changed structural mitigation measure. The Requiring Authority shall consult with affected property owners prior to amending the detailed mitigation measures to include the changed structural mitigation measure.

6. Where modification of buildings may be required to achieve compliance with NZS6806:2010 (Category C Building), then the following process shall be followed:

(a) Prior to commencement of construction of the Project in the vicinity of a Category C Building, the Requiring Authority shall write to the owner of each Category C Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.

(b) If the owner(s) of the Category C Building approve the Requiring Authority's access to the property within 12 months of the date of the Requiring Authority's letter (sent pursuant to Condition 6 (a)), then no more than six months prior to commencement of construction of the Project, the Requiring Authority shall instruct a suitably qualified acoustic specialist to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.

(c) Where a Category C Building is identified, the Requiring Authority shall be deemed to have complied with Condition 6(b) above where:

- i. The Requiring Authority (through its acoustics specialist) has visited the building and has carried out the assessment specified in 6(b); or
- ii. The owner of the Category C Building consented to the Requiring Authority's request for access, but the Requiring Authority could not gain entry for some reason (such as entry being denied by a tenant); or
- iii. The owner of the Category C Building did not approve the Requiring Authority's access to the property within the time period set out in Conditions 6(b) (including where the owner(s) did not respond to the Requiring Authority's letter (sent pursuant to Condition 6(a) within that period); or
- iv. The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

(d) If any of (ii) to (iv) above apply to a particular Category C Building, the Requiring Authority shall not be required to implement any building-modification mitigation at that Category C Building.

(e) Subject to Condition 6(c), within six months of the assessment required under Condition 6(b), the Requiring Authority shall give notice to the owner of each PPF Category C Building identified under Condition 6(a):

- i. Advising of the options available for building-modification mitigation to the building; and
- ii. Advising that the owner has three months within which to decide and advise the Requiring Authority whether to accept building-modification mitigation for the building, and if the Requiring Authority has advised the owner that more than one option for building-modification mitigation is available, to advise the Requiring Authority which of those options the owner prefers.

(f) Once an agreement on building-modification mitigation is made between the Requiring Authority and the owner of an affected Category C Building, the mitigation shall be implemented in a reasonable and practical timeframe agreed between the Requiring Authority and the owner and at the Requiring Authorities expense.

(g) Subject to Condition 6(a), where building-modification mitigation is required, the Requiring Authority shall be deemed to have complied with DC6(b) above where:

- i. The Requiring Authority has completed building-modification mitigation to the Category C Building; or
- ii. The owner(s) of the Category C Building did not accept the Requiring Authority's offer to implement building-modification mitigation prior to the expiry of the timeframe stated in Condition 6(b) above (including where the owner(s) did not respond to the Requiring Authority within that period);

7. Where noise attenuation walls exceed a height of 2m adjacent to residential properties, planting, as and if agreed, shall be undertaken on the residential property side of the noise attenuation wall following consultation with the adjacent

property owner. Planting shall be implemented within the planting season following construction of the adjacent noise attenuation wall.

8. Noise/security barriers shall be built within the designation in the locations and to the heights shown on the noise/security barrier height plans and cross section drawings, Sheets 1 to 14, to an accuracy of ±1 metre. Where, following detailed design the noise/security barrier height deviates from the height defined in these plans and drawings the same noise criteria category is to be achieved for the relevant PPFs. The noise criteria categories to be achieved (at a minimum) for each PPF are shown on the figures of AEE Volume 3 Appendix 9 "Traffic Noise and Vibration Assessment", Appendix H, figures 1 to 6: NZS 680:2010 Noise Criteria Categories- Preferred Mitigation Situation (Year 2026).

Construction Traffic Management Plan (CTMP)

9. (1) A CTMP shall be prepared by a suitably qualified person and shall describe the methods for avoiding, remedying or mitigating the local and network wide effects resulting from construction of the Project, which will be undertaken to address, as far as practicable, the following:

(a) Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the Project (e.g. intersections/overbridges) and the use of staging to allow sections of the Project to be opened to traffic while other sections are still under construction.

(b) Methods to manage the effects of the delivery of construction material, plant and machinery (including oversized trucks).

(c) The numbers, frequencies, routes and timing of construction traffic movements.

(d) Traffic management measures to address and maintain traffic capacity as far as reasonably practicable, including bus services, at peak traffic periods during weekdays (6:00 to 9:00 and 16:00 to 18:00) at the Takanini Interchange.

(e) Measures to maintain existing vehicle access, as far as possible, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with Council (Team Leader Southern Monitoring) and the affected landowner. In relation to the Stevenson site at 24 and 30 Great South Road, measures are required to maintain safe and efficient left and right access to and egress from the Stevenson's site throughout the construction period.

(f) Measures to maintain pedestrian and cycle access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable (e.g. unless provision of such access is severed by the works or such access will become unsafe as a result of the construction works). Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours.

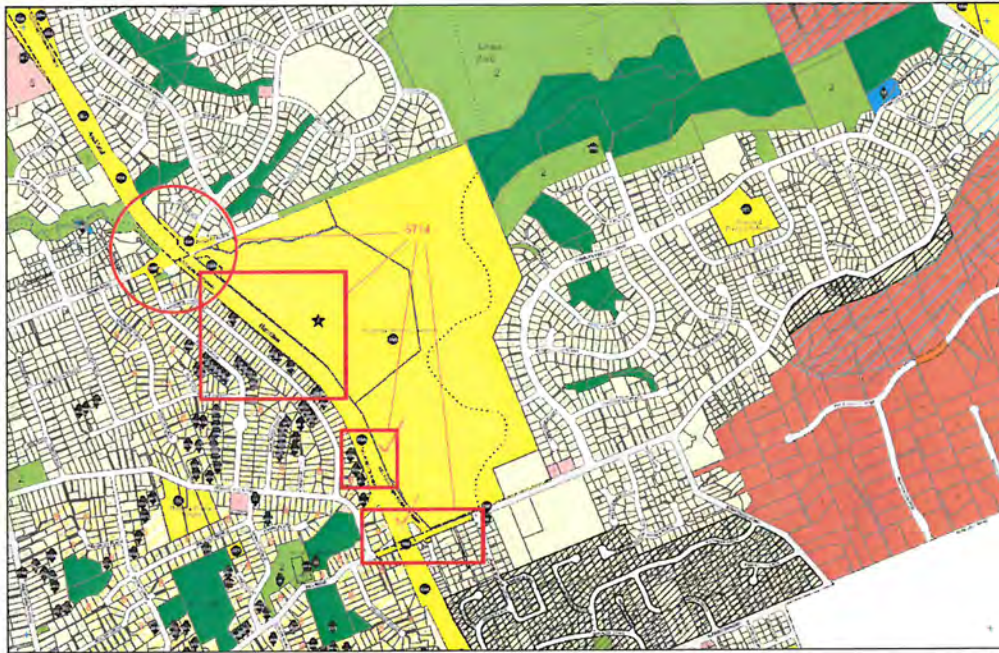
(g) When development commences at the former Manukau Golf Course and the entrance onto Great South Road is utilised, the use of the intersection will be monitored by the Consent Holder and an appropriate Traffic Management Plan (TMP) shall be submitted to Council for certification. If the Council (Team Leader Southern Monitoring) has not provided a response within 10 working days of the submission of the TMP, it will be deemed to be certified.

2) The consent holder shall ensure that, when developing the CTMP, the suitably qualified person shall:

(a) Use best practice to better understand the effects of construction of the Project or Project stage on the affected road network, which may include the use of traffic modelling tools. Any such assessment should be undertaken in consultation with Auckland Transport, and have the ability to simulate lane restrictions and road closures; and

	<u>(b) As far as practicable, undertake measures to avoid road closures and also the restriction of vehicle, cycle and pedestrian movements.</u>
Changes to diagrams	<i>N/A</i>

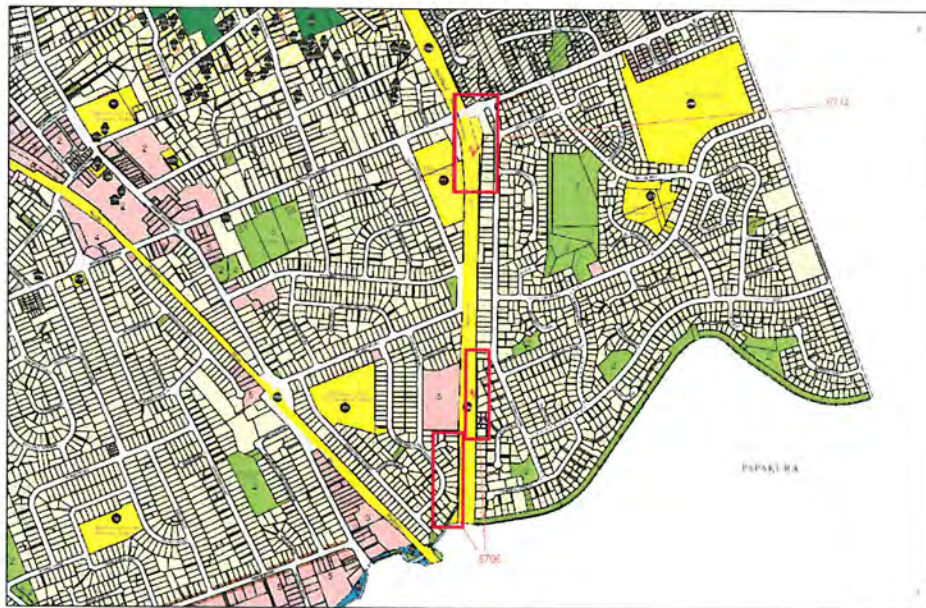
Changes to spatial data



Te Kaitiaki
MANUKAU
Eke Eke

Manukau Operative District Plan 2002

24	21	19
20	12	12
10	01	



City of
MANUKAU
City of Manukau

Manukau Operative District Plan 2002

11	12	13
14	15	16

New affectation	<i>Unitary plan use only</i>
Attachments	<i>If applicable Eg. maps and diagrams</i>

Prepared by:

Area Planner

Craig Cairncross – Principal Planner

Entered by:

Planning Technician

Bronnie Styles

Signature:

Signature:

Reviewed by:

Area Planner

Craig Cairncross – Principal Planner

Maps prepared by:

Shelley Glassey

Unitary Plan Geospatial Lead

Signature:

Signature:

Signed off by:

Manager Unitary Plan

*Phill Reid
Auckland-wide Planning Manager*

Signature:

Date:

8/12/16

CHANGE REQUEST MEMORANDUM**FILE REF****Auckland
Council**
Te Kōwhiri o Tāmaki Makaurau**TO** Celia Davison – Manager Unitary Plan**FROM** Panjama Ampanthong**DATE** 10 November 2016**SUBJECT** Designation to be updated in the PAUP Decisions Version

This memorandum concerns an update to Designation 6735 (State Highway 1 – Victoria Park Tunnel) due to an update in the respective district plan

Unitary Designation Number	6735
Requiring Authority	New Zealand Transport Agency
Location:	State Highway 1 from Wellington Street to Victoria Street, Auckland Central
Type of Designation	Rollover
Legacy Reference	CAP 283
Lapse Date	Given effect to (i.e. no lapse date)
Purpose	The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance in accordance with the provisions of the Government Roadings Powers Act 1989.
Conditions	<p>SERVICES</p> <p>17. Infrastructure Service Networks</p> <p>17.1 The Requiring Authority shall liaise with the providers of infrastructure service networks including, but not limited to: water, gas, stormwater, wastewater, power and telecommunications, to develop methodologies and timing for necessary services relocation with the objective of minimising disruption to the operation of these networks during construction of the Project.</p> <p>18. Union Street Incident Response Centre</p> <p><u>Activity in accordance with the application</u></p> <p>18.1 The works shall be undertaken in general accordance with the information provided with the Notice of Requirement Alteration to Designation by the Requiring Authority (New Zealand Transport Agency) and the supporting documents, namely:</p> <p>a. <u>'Auckland Motorway Alliance Union Street incident Response Centre – Notice of Requirement for an Alteration to a Designation and Assessment of Effects on the Environment' – prepared by Beca Ltd, dated 20 August 2014;</u></p> <p>b. <u>Further information response provided to request under Section 92 of the Resource Management Act (dated 14 October 2014, 21 October 2014 and 8 December 2014).</u></p> <p>c. <u>Union Street Transportable Building – Site Plan, drawing number 3121399-AR-002,</u></p>

prepared by Beca Ltd, dated 16 June 2014;

d. Union Street Response Unit Building – Landscape Plan, reference 3121399 revision D, prepared by Beca Ltd, dated November 2014;

e. Planting maintenance plan, reference 3121399, prepared by Beca Ltd, dated 2 December 2014

18.2 Any changes to the landscaping or planting maintenance shall be submitted to Auckland Council's Arborist and Landscape Advise, Local Sports Parks – Central Area for written approval.

Operational Noise

18.3 All activities on the site shall comply with the levels in Table 1 when measured at the façade of any other property.

Table 1

Zone which noise effects	
	City Centre zone
<u>7am – 10pm</u>	65 dB $L_{Aeq}(15 \text{ min})$ 70dB at 63Hz $L_{eq}(15 \text{ min})$ 65dB at 125Hz $L_{eq}(15 \text{ min})$
<u>10pm – 7am</u>	55dB $L_{Aeq}(15 \text{ min})$ 65dB at 63 Hz $L_{eq}(15 \text{ min})$ 60dB at 125 Hz $L_{eq}(15 \text{ min})$ 75dB L_{AFmax}

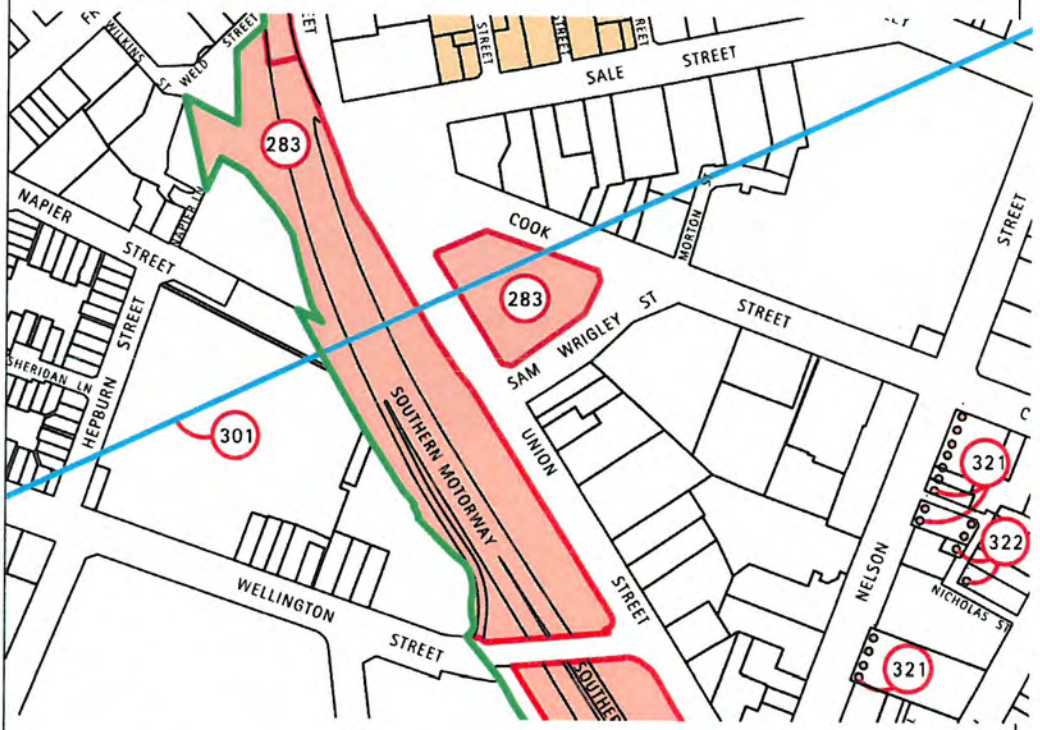
18.4 All construction and earthworks activities on the subject site shall comply with the New Zealand Standard 6803:1999 for Acoustics – Construction Noise at all times.

Advice Notes

1. The Requiring Authority shall obtain all other necessary consents and permits and comply with all relevant Auckland Council bylaws, and obtain any approvals under the Reserves Act (where required.)
2. The Requiring Authority shall obtain all necessary resource consents and permits in relation to sediment and stormwater discharges from the Auckland Council.
3. Under the Heritage New Zealand Pouhere Taonga Act 2014, an Authority to Modify an Archaeological Site is required from Heritage New Zealand before any work takes place on an archaeological site.
4. All archaeological sites are protected under the provisions of the Heritage New Zealand Pouhere Taonga Act 2014. It is an offence under that Act to modify, damage or destroy any archaeological site, whether the site is recorded or not. Application must be made to Heritage New Zealand for an authority to modify or destroy archaeological site(s).
5. Some of the land is subject to existing designations and the provisions of Section 177 of the Resource Management Act 1991 apply accordingly.

Changes to diagrams	N/A
Changes to spatial data	GIS Map attached
New affectation	<i>Unitary plan use only</i>

Screen shots



Construction of an incident response centre on Cook St / Union St intersection (NOR dated 30 July 2014)



Figure 1: Affected Land (site indicated in red)

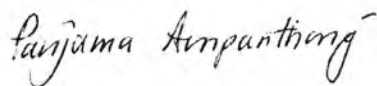
Layer references: 283

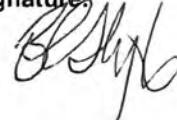
Site not designated – Area in blue below to be included in Designation 6735.



Prepared by:
Area Planner
Panjama Ampanthong – Principal Planner

Entered by:
Planning Technician
Bronnie Styles

Signature:


Signature:


Reviewed by:
Integration Team

Maps prepared by:
Shelley Glassey - Unitary Plan Geospatial Lead

Signature:

Signature:


Signed off by:
Celia Davison – Manager Unitary Plan

Phil Reid
Auckland-wide Planning Manager

Signature:



Date: 8/12/16

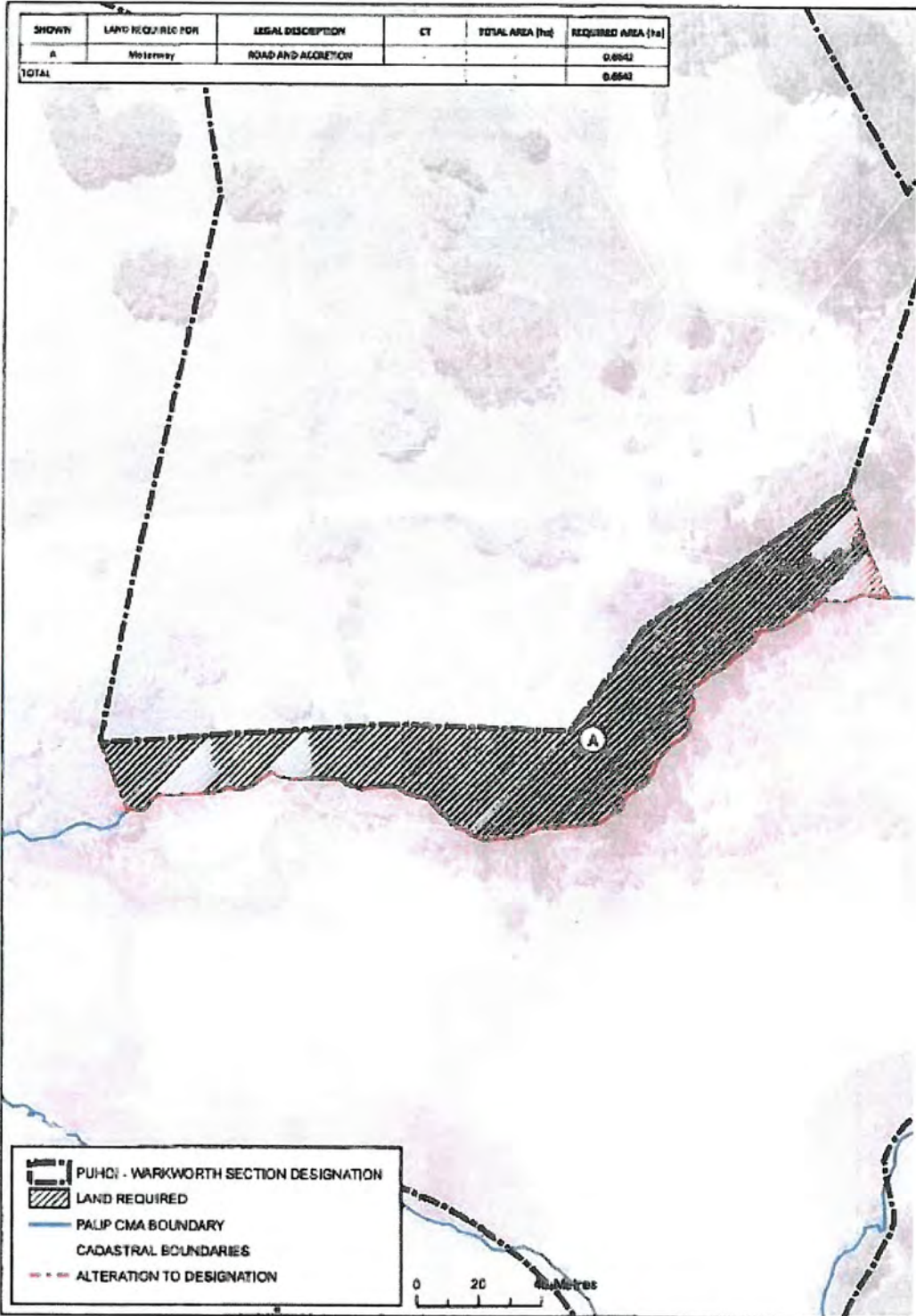
CHANGE REQUEST MEMORANDUM**FILE REF****Auckland
Council**
To Kaunhera o Tāmaki Makaurau**TO** Celia Davison – Manager Unitary Plan**FROM** Peter Vari**DATE** 10 November 2016**SUBJECT** Designation to be updated in the PAUP Decisions Version

This memorandum concerns an update to Designation 6769 (State Highway 1 – Puhoi to Warkworth) due to an update in the respective district plan

Unitary Designation Number	6769
Requiring Authority	New Zealand Transport Agency
Location:	Pt Allot 56 Psh Of Mahurangi DP 7361, Allot 97 Psh Of Ahuroa SO 6195A, Lot 6 DP 52247, Pt Allot 116 Psh Of Puhoi SO 1051, Allot 186 Psh Of Puhoi SO 26455, Lot 1 DP 74814, Allot 3A Psh Of Puhoi SO 6297, Pt Okahu ML 86, Lot 2 DP 163758, Lot 1 DP 157269, Lot 2 DP 169838, Lot 3 DP 113847, Lot 1 DP 199822, Sec 54 Blk XV Mahurangi Survey District SO 42469, Sec 62 Blk III Waiwera Survey District SO 41181, Lot 3 DP 169838, Allot 11A Psh Of Puhoi SO 6297, Sec 65 Blk III Waiwera Survey District SO 44340, Lot 2 DP 162291, Sec 55 Blk III Waiwera Survey District SO 41181, Pt Lot 1 DP 95606, Lot 2 DP 162354, Lot 8 DP 113848, Rec Land DP 55676, Sec 52 Blk XV Mahurangi Survey District SO 42469, Lot 6 DP 98771, Lot 6 DP 87207, Pt Lot 2 DP 180823, Lot 1 DP 208830, Lot 5 DP 52247, Lot 1 DP 52247, Lot 7 DP 52247, Lot 2 DP 74814, Sec 64 Blk III Waiwera Survey District SO 44298, Sec 61 Blk XV Mahurangi Survey District SO 42467, Pt Allot 283 Psh Of Mahurangi SO 27019, Lot 1 DP 199344, Pt Sec 17 Blk 111 Waiwera Survey District SO 6297, Sec 1 Blk XV Mahurangi Survey District SO 2435, Pt Sec 3 Blk III Waiwera Survey District SO 6297, Lot 3 DP 77098, Lot 1 DP 50685, Lot 1 DP 167491, Pt Lot 2 DP 151082, Allot 78 Psh Of Ahuroa SO 6195A, Lot 1 DP 118653, Pt Lot 3 DP 17945, Pt Sec SE163 Psh Of Mahurangi SO 2409, Lot 1 DP 169838, Sec 33 Blk XV Mahurangi Survey District SO 26451, Lot 1 DP 175210, Pt Allot 55 Psh Of Mahurangi SO 27C, Pt Okahu SO 28313, Lot 1 DP 199142, Sec 63 Blk III Waiwera Survey District SO 43363, Pt Sec 8 Blk III Waiwera Survey District SO 1745, Lot 2 DP 203390, Lot 4 DP 52247, Lot 2 DP 199822, Sec 50 Blk XV Mahurangi Survey District SO 42467, Pt Mblk Okahu, Lot 2 DP 157269, Sec 51 Blk XV Mahurangi Survey District SO 42469, Lot 1 DP 203389, Pt Okahu ML 86, Lot 3 DP 87208, Pt Allot N158 Psh Of Mahurangi SO 1050A, Lot 4 DP 206041, Allot 147 Psh Of Ahuroa SO 53558, Sec 57 Blk XV Mahurangi Survey District SO 42469, Lot 2 DP 171314, Lot 1 DP 168411, Lot 1 DP 587, Allot 148 Psh Of Ahuroa SO 53558, Allot 415 Psh Of Mahurangi SO 51667, Pt Allot E157 Psh Of Mahurangi SO 2409, Lot 2 DP 155056, Pt Lot 1 DP 74706, Pt Sec 43 Blk III Waiwera Survey District SO 28313, Pt Sec 67 Blk III Waiwera Survey District SO 44084, Pt Allot NW72 Psh Of Ahuroa SO 26, Lot 1 DP 203390, Lot 1 DP 198509, Lot 7 DP 113847, Pt Sec 12 Blk III Waiwera Survey District SO 41181, Pt Lot 1 DP 180823, Lot 1 DP 198032, Pt Allot 95 Psh Of Mahurangi SO 27C, Pt Allot 431 Psh Of Mahurangi SO 53421, Lot 2 DP 199142, Lot 2 DP 205339, Allot 409 Psh Of Mahurangi SO 48055, Lot 3 DP 52247, Sec 32 Blk XV

	Mahurangi Survey District SO 26451, Lot 1 DP 163758, Allot 389 Psh Of Mahurangi SO 45350, Pt Sec 45 Blk III Waiwera Survey District SO 42317, Pt Allot NW72 Psh Of Ahuroa SO 6632, Allot 124 Psh Of Ahuroa SO 44751, Sec 55 Blk XV Mahurangi Survey District SO 42469, Sec 25 Blk XV Mahurangi Survey District SO 26451, Sec 56 Blk XV Mahurangi Survey District SO 42469, Sec 53 Blk XV Mahurangi Survey District SO 42469, Lot 1 DP 162291, Lot 1 DP 77098, Pt Allot W157 Psh Of Mahurangi SO 2409, Lot 4 DP 168411, Sec 34 Blk XV Mahurangi Survey District SO 26451, Pt Allot M158 Psh Of Mahurangi SO 1050A, Lot 4 DP 169838, Lot 1 DP 43288, Lot 1 DP 25246, Sec 46 Blk III Waiwera Survey District SO 28313, Lot 1 DP 67330, Pt Sec 44 Blk III Waiwera Survey District SO 42317, Lot 2 DP 77098, Pt Allot 94 Psh Of Mahurangi SO 27C, Lot 3 DP 198032, Lot 2 DP 87208, Pt Allot 95 Psh Of Mahurangi SO 27C, Lot 5 DP 113847, Lot 1 DP 198843, Lot 2 DP 198843, Pt Okahu DP 12748, Lot 1 DP 329024, Lot 2 DP 329024, Lot 3 DP 329024, Lot 6 DP 329024, Pt Lot 1 DP 55676, Pt Lot 2 DP 96268, Lot 1 DP 339166, Lot 2 DP 339166, Lot 3 DP 339166, Lot 1 DP 343011, Lot 1 DP 334477, Lot 2 DP 334477, Lot 3 DP 334477, Lot 18 DP 344380, Lot 4 DP 346523, Lot 1 DP 321568, Lot 1 DP 344037, Lot 2 DP 344037, Lot 8 DP 344037, Lot 3 DP 369802, Pt Allot 55 Psh Of Mahurangi SO 26D, Pt Allot 75 Psh Of Ahuroa SO 2574, Pt Allot 75 Psh Of Ahuroa SO 2574, Pt Allot 184 Psh Of Pūhoi SO 26455, Pt Allot 116 Psh Of Pūhoi SO 1051, Pt Allot 95A Psh Of Mahurangi SO 3434, Pt Allot 95A Psh Of Mahurangi, Lot 1 DP 386317, Lot 2 DP 386317, Sec 2 SO 414559, Sec 4 SO 414559, Lot 3 DP 418913, Lot 1 DP 433555, Lot 3 DP 469718, Lot 4 DP 473567
Type of Designation	Roll over
Legacy Reference	Designation 408, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	15 December 2024
Purpose	The construction, operation and maintenance of a State highway (Ara Tūhono - Pūhoi to Wellsford <u>Road</u> of National Significance: Pūhoi to Warkworth Section)
Conditions	No update.
Changes to diagrams	N/A
Changes to spatial data	GIS Map attached
New affectation	<i>Unitary plan use only</i>

Screen
shots



Document Path: D:\Work\2016\2016 Proposed Pūhoi to Warkworth Motorway Land Requirement Plans\2016 AC - Design on Determined

Pūhoi to Warkworth



Auckland Council

ARA TŪHONO - PŪHOI TO WELLSFORD
Pūhoi - Warkworth Section

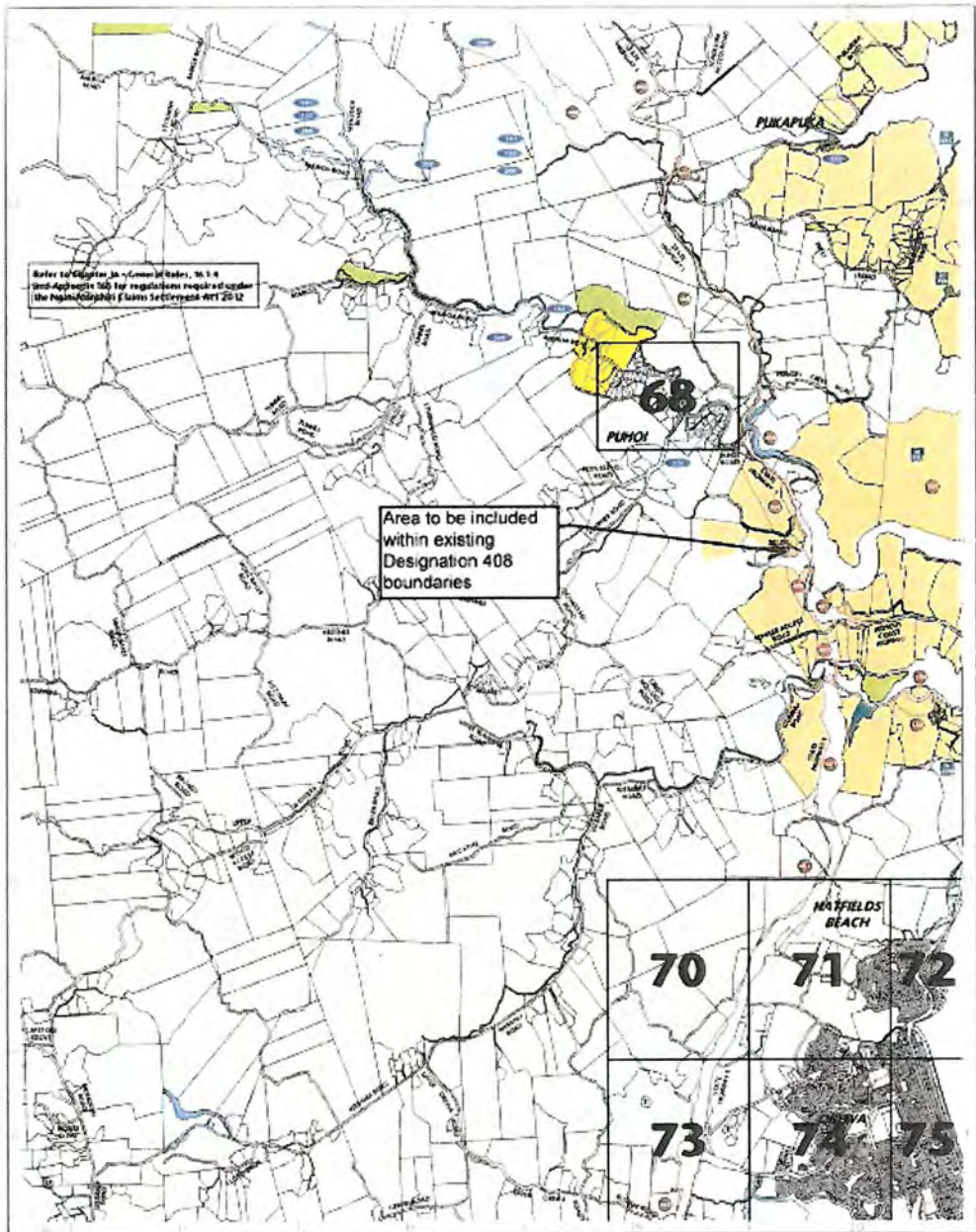
DATE: 7/03/2016

M SCALE 1:1,500

LRP I

AC

TPG



Refer to Chapter 38 - Council Rules, 36.1.4 (and Appendix 10) for regulations required under the Resource Management Act 1991.

Area to be included within existing Designation 408 boundaries

Zones/Policy Areas		Notations	
	General Rural		Designation (see Appendix 10)
	Landscape Protection Rural		Scheduled or Restricted Activity (see Rules 14.0.2 and 14.0.5)
	Dune Lakes		Protected Item (see Appendix 17A-17D, 20A to 20E)
	Countryside Living Rural		Future Easement Reserve or Strip (see Appendix 21A to 21B)
	Countryside Living Town		Indicative Roads and Accessways (see Rules 11 and 23.0.3)
	East Coast Rural		Indicative Reserves (see Rules 16.11 and 23.0.3)
	Residential M (High Intensity)		Road to be Widened or Tropped (see plans at back of Maps)
	Residential M (Medium Intensity)		Boundary between Special Zones
	Residential M (Township Policy Area)		Boundary of Wharf/Boating Area
	Residential EP (Eastern Penitents)		Air-field Height Boundary (see Appendix 1 to Maps)
	Residential PL (Physical Limitations)		Structure Plans Areas (see Appendix 6 to Maps)
	Residential L (Low Intensity)		HP Gas Pipelines (see note in front of Maps)
	Residential LP (Landscape Protection)		HV Transmission Lines (see Rule 23.0.12 and route in front of Maps)
	Retail Service		
	Mixed Business		
	Industrial		
	Open Space 1		
	Open Space 2		
	Open Space 3		
	Open Space 4		
	Open Space 5		
	Special Zones		
	Future Urban		
	Marine General		
	Marine Water (General)		
	Marine Water (Protection)		

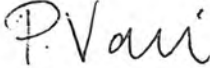
Auckland Council
Rodney Section


Auckland Council District Plan
(Rodney Section) 2011

MAP 21
Scale 1: 40 000

Prepared by:
Area Planner
Peter Vari – Team Leader

Entered by:
Planning Technician
Bronnie Styles

Signature:
 15/11/16

Signature:
 16/11/2016


Reviewed by:
Integration

Maps prepared by:
Shelley Glassey - Unitary Plan Geospatial Lead

Signature:

Signature:


Signed off by:
~~Celia Davison – Manager Unitary Plan~~

Signature: 
Phill Reid
Auckland-wide Planning Manager



Date: 8/12/16