

9377 North Harbour No. 2 Watermain/Northern Interceptor Shared Corridor

Designation Number	9377
Requiring Authority	Watercare Services Limited
Location	From eastern end Fred Taylor Drive to western end Greenhithe Bridge causeway.
Lapse Date	Subject to section 184(1) of the RMA the designations will lapse within 20 years from the date that they are included in the Auckland Unitary Plan

Purpose

Water supply and wastewater purposes – pipelines, pumping stations and associated infrastructure

Conditions

The following terms and acronyms are used in these conditions:

Term	Definition
Consultation	The process of providing information about the construction works, and receiving for consideration, information from stakeholders, directly affected parties, regarding those effects and proposals for the management and mitigation of them.
Cultural Monitor	Nominated Kaitiaki
Directly affected parties	All property owners and occupiers identified inside the designation footprint
Stakeholder	The parties as listed in Appendix A
Project stage	"Project stage" means a separable part of the project, e.g. by contract area or by geographical extent.

Acronym	Description
CCP	Construction Communications Plan
CLMP	Contaminated Land Management Plan
CMP	Construction Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CoPTTM	Code of Practice for Temporary Traffic Management
Council	The Auckland Council
CPTED	Crime Prevention Through Environmental Design
EMP	Ecological Management Plan
LVMP	Landscape and Visual Management Plan
NoR 1	NOR – NH2 (Waitakere)
NoR 2	NOR – NH2 (North Shore)
NoR 3	NOR – NH2 and NI in the shared corridor (Waitakere)
OPW	Outline Plan of Works
PCCP	Pre-Construction Consultation Plan
PSR	Auckland Council Parks, Sports and Recreation
RMA	Resource Management Act 1991
SSCNMP	Site Specific Construction Noise Management Plan
TCMP	Transpower Construction Management Plan
TMP	Traffic Management Plan

CONDITIONS OF DESIGNATION

GENERAL CONDITIONS

Note: These general conditions apply to all three designations associated with NH2 and the NI in the shared corridor.

1. The activity shall be carried out in general accordance with the plans and all information submitted with the Notices of Requirement, and including the documents listed below:

Volume One – Assessment of Effects on the Environment:

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor. Volume One: Assessment of Effects on the Environment. Prepared by AECOM and Jacobs on behalf of Watercare, dated May 2016.

Volume Two – Technical Reports:

North Harbour 2 Watermain - Technical Report A: "Earthworks, Erosion and Sediment Generation", ref: 60435364/ 42073300 prepared by AECOM, dated 20 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report B: "Soil and Groundwater Contamination Assessment", ref: IZ018400-CL-RP-001 | 4, prepared by AECOM, dated 18 April 2016.

North Harbour 2 Watermain, Technical Report C – "Groundwater" ref IZ018400-GW-RP-0001 Rev E, prepared by Jacobs Ltd, dated 18 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report D: "Assessment of Ecological Effects", prepared by Bioresearches, dated 4 May 2016.

North Harbour 2 Watermain and Northern Interceptor Shared Corridor Technical Report E Traffic Assessment, prepared by Jacobs, dated 26 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report F "Construction Noise and Vibration, prepared by AECOM, dated 29 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report G – "Landscape and Visual Impact Assessment", prepared by Kamo Marsh Ltd, dated 22 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report H: "Assessment of Arboricultural Effects", prepared by GreensceneNZ Ltd, dated April 2016.

North Harbour 2 Watermain and Northern Interceptor Shared Corridor– Technical Report I "Preliminary Archaeological Assessment Report", prepared by Clough and Associates Ltd, dated 1 March 2016.

Volume Three – Consent Drawings:

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor. Volume Three: Consent Drawings. Prepared by AECOM on behalf of Watercare, dated May 2016.

Responses to section 92 requests:

Section 92 request dated 18 July 2016 – Responses to matters related to stormwater, groundwater and settlement, traffic, arboriculture, Maori cultural heritage, landscape and visual, development engineering and other requests from PSR, prepared by Jacobs and AECOM with support from technical specialists on behalf of Watercare, dated 9 August 2016.

Section 92 request dated 18 July 2016 – Further responses to groundwater and settlement matters, letter and attachments prepared by AECOM, ref 4110L0509, dated 23 September 2016.

Section 92 request dated 3 October 2016 – Responses to groundwater and settlement matters, and other requests from PSR, prepared by Jacobs and AECOM with support from technical specialists on behalf of Watercare, dated 13 October 2016.

Lapse

2. Subject to section 184(1) of the RMA each of these designations will lapse 20 years from the date it is included in the Auckland Unitary Plan.

Outline Plan of Works / Management Plans

3. An Outline Plan of Works (OPW) shall be submitted to the Council prior to commencement of construction works. As part of the OPW the requiring authority is to prepare and submit the following management plans to the Council:
 - Parks Protection Plan (PPP)
 - Roads Reinstatement Plan (RRP)
 - Landscape Plans for specified areas
 - Construction Management Plan (CMP) for each project stage
 - Ecological Management Plan for the Wallace Inlet
 - Construction Noise and Vibration Management Plan (CNVMP)
 - Transpower Construction Management Plan (TCMP)
 - Pump Station Plan

Other Management Plans not required as part of an OPW:

- Site specific Construction Noise / Vibration Management Plans (SSCNMP / SSCVMP) required to be submitted no less than 5 days prior to the commencement of the activity
- Traffic Management Plans (TMP) provided to the relevant road controlling authority for certification at least twenty working days prior to works commencing
- Communications Plan (CP) - submitted to the Auckland Council (Team Leader Specialist Integration Compliance) and Auckland Transport within 12 months of the designation being confirmed

PRE-CONSTRUCTION

Section 176 approval

4. In the period before construction begins on the project (or a section thereof), the following activities undertaken by Network Utility Operators will not prevent or hinder the project, and

may be undertaken without seeking the requiring authority's written approval under section 176(1)(b) of the RMA:

- (a) Operation, maintenance and urgent repair works of 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 service connections; and
- (d) Upgrade and replacement of existing Network Utilities within the same or similar location with the same or similar effects as the existing utility.

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 the Auckland Council (1 May 2016); or
 - (b) Undertaken in accordance with this condition or the section 176(1) (b) RMA process.
5. Within six months of approval of the designation(s) in consultation with PSR, the requiring authority is to agree to the scope of activities PSR can undertake which would:
- (a) Not prevent or hinder the public work to which the designation relates; and
 - (b) Not trigger the requirement for written approval by the requiring authority pursuant to s176(1)(b) of the Resource Management Act 1991.
6. In the period before construction begins on the project (or a section thereof), PSR may undertake maintenance, urgent repair works and minor renewal works on existing PSR infrastructure without seeking the requiring authority's written approval under section 176(1) (b) of the RMA.
7. In the period before construction begins on the project on Lot 5 DP 505331 (or an allotment created from this allotment), the following activities will not prevent or hinder the project, and may be undertaken by the owners of Lot 5 DP 505331 (or an allotment created from this allotment), without seeking the requiring authority's written approval under section 176(1)(b) of the RMA:
- (a) Construction, occupation and use of any building five storeys or less within the green dashed areas marked as Zone A – Zone J on the Mode Design Plan "Hobson Quarter 2 Falcon Crescent, Hobsonville – Proposed Site Plan – Option 13" dated 8 June 2017 (and any ancillary land use activities within Lot 5 DP 505331), provided that the foundations, excavations or any other activities occurring below existing ground level do not exceed 4 metres in depth;
 - (b) Geotechnical investigations involving boring deeper than 4 metres, provided that Watercare is notified five working days in advance of those investigations being undertaken and provided with the results of any such investigations within 20 working days of the completion of those investigations;
 - (c) Development of common facilities and infrastructure, such as (but not limited to) roads,

driveways, underground services, hard and soft landscaping, provided that there is no excavation more than 4 metres below existing ground level; and

(d) Subdivision of the land, whether fee simple, unit title or leasehold.

Advice Note:

For the avoidance of doubt, this condition confirms that the activities listed can be undertaken without seeking the requiring authority's approval under s176 of the RMA. This condition does not amount to approval by Auckland Council in its capacity as a regulatory authority for those activities. The owners of Lot 5 DP 505331 (or an allotment created from this allotment) must obtain any necessary resource consents and/or building consents from Auckland Council to carry out the activities listed in this condition.

Pre-construction communications plan

8. The requiring authority is to prepare a Pre-Construction Communications Plan (PCCP) for the pre-construction phase of the project which must be submitted to Auckland Council (Team Leader Specialist Integration Compliance) and to Auckland Transport within 12 months of the designation being confirmed. A copy of the final PCCP is required to be forwarded to Auckland Transport for its information. The PCCP shall set out:
 - (a) The method(s) of consultation and liaison with key stakeholders (including those identified in Appendix A to these conditions) and the owners/occupiers of neighbouring properties regarding project progress, likely commencement dates of construction works, and works programming and staging; and
 - (b) Full contact details of the nominated liaison person to manage the public information system and to be the point of contact for related enquiries.
9. The final PCCP is to be implemented, complied with and publicly available from the date it is submitted to Council until the commencement of the construction of the project.

Design

10. No shafts are to be located on land in private ownership as at 1 December 2016 unless the owner of that land agrees otherwise.
11. If implemented any Pipe bridges are to be designed so as not to impede existing or future access from the road corridor and any adjacent esplanade reserve.
12. As part of the OPW to be submitted to Council (Team Leader Specialist Integration Compliance) prior to commencement of construction works, the requiring authority shall describe the process used to select the option for construction of the Oteha Stream crossing at Bush Road.

Advice Note:

Options Listed in the NoR

Options 1, 2 and 3 are described in section 2.9.5 of "North Harbour 2 Watermain and Northern Interceptor in Shared Corridor. Volume One: Assessment of Effects on the Environment", prepared by AECOM and Jacobs on behalf of Watercare. dated May 2016.

The options may be summarised as:

Option 1: Trenchless method

Option 2: Pipe Bridge

Option 3: Combination of trenchless and open trench methods.

13. All pipes crossing the Oratia, Opanuku, Paremuka, and Swanson streams are to be located as close as practicable to the existing bridges crossing these streams and where practicable at a height below the main bridge deck, having regard to the following:
 - (a) The 1% AEP plus adequate freeboard;
 - (b) A preference to avoid or minimise removal of native vegetation; and
 - (c) The requirement to allow for bridge widening (to be confirmed in consultation with Auckland Transport).
14. If Option 2 or 3 is selected for the section of pipe through the Oteha Stream and the Fern Hill escarpment, then the design and construction of that section of pipe shall avoid removal of native canopy species larger than 15 cm dbh as far as practicable. Mitigation planting shall be undertaken in accordance with plans prepared pursuant to these conditions.
15. As part of the OPW process a 'Pump Station Plan' is to be prepared and submitted to the Team Leader – Specialist Integration Compliance. The Pump Station Plan must include:
 - (a) Details of the pump station's scale, location, design and appearance including any fencing, access, security lighting or gates; and
 - (b) Details of proposed landscaping. The landscaping is to be in accordance with requirements of these conditions.
16. During detailed design, the requiring authority shall reconsider the potential to retain the Pin Oak at the Swanson Road, Don Buck Road/Universal Drive Roundabout and/or to avoid working in the protected root zone of the Pin Oak. In determining the chosen option, the requiring authority may consider the costs of the alternatives, any increase in other effects (both short and longer term), operation and maintenance needs and the practicality of retaining the tree or avoiding its protected root zone. If the final alignment provides for the retention of the Pin Oak, a construction and tree protection methodology for this purpose shall be prepared in consultation with the council arborist and submitted with the OPW. In the event the Pin Oak is not retained, the requiring authority will consult with the PSR's arborist on appropriate mitigation.
17. The requiring authority shall consult with PSR and Auckland Transport, and, if requested, design the supports of the identified pipe bridges so as to not preclude the potential future shared use of the pipe bridge supports for a walkway / cycleway facility.

Auckland Transport

18. During the design phase, consideration must be given to the position of the proposed pipe in the road corridor in consultation with Auckland Transport. This is to include:
 - Alignment and depth of pipe (this is to be no less than 1,500mm below ground level

unless design considerations make this impractical);

- Location of air and scour valves (where practicable, these are to be located outside of the carriageway);
- Location of manholes; and
- Future access, operation and maintenance of the proposed assets.

Auckland Council Parks, Sports and Recreation (PSR)

19. The requiring authority shall consult with PSR during the development of the detailed design for the project to:
- (a) Provide for the ongoing operation of and access to PSR's parks and reserves during construction where practicable;
 - (b) Agree the location of suitable alternative carparking to be established sufficient to address the parking lost during construction activities within the reserves in the event that parking areas in the parks and reserves are unavailable during construction.
 - (c) Coordinate future works around PSR projects in parks and reserves.
 - (d) Liaise with PSR about:
 - i. Look, finish, materials, colour and location of above ground structures located within parks and reserves;
 - ii. Design options with a view to achieving a balance of project objectives and best practice outcomes for PSR land and features; and
 - iii. Incorporate any comments received into the final design as far as practicable.
 - (e) Design parameters of any infrastructure which may be dual purpose, for example, should a pipe bridge also include, or provide for, a future pedestrian walkway;
 - (f) Post-construction mitigation, landscaping and reinstatement; and
 - (g) Work with PSR to identify berm areas adjacent to parks that PSR maintain and to minimise construction impacts on these areas as far as practicable.
20. The consultation required under condition 19 is to commence no less than 24 months prior to lodgement of the OPW application.

Utilities

21. The requiring authority (and its contractor) are to:
- (a) Work collaboratively with network utility operators during the development of the design for NH2 and the NI (in the shared corridor) to provide for the ongoing operation of and access to their networks;
 - (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; and

- (c) Work collaboratively with network utility operators during preparation and implementation of the CMP in relation to the management of adverse effects on the assets of Auckland Transport and other network utility operations.
22. The requiring authority is to consult with Refining NZ on the design and construction methodology for any work that will occur within the New Zealand Refining Company Ltd designation, to develop a design and construction methodology that minimises effects on the NZRC designation. A record of this engagement process, the proposed design and construction methodology, and any commentary by Refining NZ is to be included in the outline plans lodged with the Auckland Council.

Advice note:

Under section 177(1)(a) of the RMA the requiring authority is required to obtain approval from Refining New Zealand before works commence in the land subject to the 'Refinery to Auckland Pipeline' designation.

23. No above ground infrastructure or infrastructure less than 4m below existing ground level is to be located within Lot 5 DP 505331 (or any allotment created from this allotment) unless the owner of that land agrees otherwise.

Management Plans

Construction Management Plan

24. As part of the OPW to be submitted to the Council (Team Leader Specialist Integration Compliance) prior to commencement of construction works, the requiring authority must prepare a Construction Management Plan or Plans (CMP) for the relevant project stage. The purpose of the CMP is to confirm final project details and staging of works to illustrate that the works remain within the limits and standards required by these conditions and that the construction and operation activities will avoid, remedy or mitigate adverse effects on the environment.

On request, the requiring authority is to provide a copy of the CMP(s) to interested mana whenua entities.

25. The CMP required by these conditions is to include sufficient details relating to the management of all construction activities associated with the relevant project stage to which it relates, including:
- (a) Details of the site or project manager and the construction liaison person, including their contact details (phone, postal address, email address);
 - (b) An outline construction programme;
 - (c) The proposed hours of work;
 - (d) The measures to manage effects on the safety and efficiency of the roading network, including effects on pedestrians and cyclists and vehicle access to schools, businesses, private properties and open space;

- (e) The measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal / storage of rubbish, storage and unloading of construction materials and similar construction activities;
 - (f) Location(s) of the site infrastructure including site offices, site amenities, contractors yards' site access, equipment unloading and storage areas, contractor car parking, and security;
 - (g) Procedures for controlling sediment run-off, dust and removal of soil, debris, demolition and construction materials (if any) from public roads or places or private property adjacent to the work site(s);
 - (h) A Communication Plan;
 - (i) Means of providing for the health and safety of the general public;
 - (j) Procedures for the management of works which directly affect and/or are located in close proximity to existing network utility services;
 - (k) Procedures for responding to complaints about construction activities;
 - (l) Measures to manage potential impacts of construction on trees and vegetation;
 - (m) Measures to address Crime Prevention Through Environmental Design (CPTED) issues at and around any laydown area(s);
 - (n) Protocols for the management of accidental discoveries of archaeological material;
 - (o) Procedures for the refuelling of plant and equipment;
 - (p) Measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean-up;
 - (q) Procedures for the maintenance of machinery to avoid discharges of fuels of lubricants to watercourses and/or the Coastal Marine Area (CMA); and
 - (r) Methods and systems to inform and train all persons working on the site of potential environmental issues and how to avoid, remedy or mitigate any potential adverse effects.
26. The CMP is to be implemented and maintained throughout the entire construction period for the project or relevant project stage to manage potential adverse effects arising from construction activities and is to be updated as necessary. Any substantive change to the CMP must be submitted to the Council (Team Leader — Specialist Integration Compliance) at least ten working days prior to any such change taking effect.

Site Specific Construction Management Plan

27. Where minor enabling works or isolated works are to be undertaken prior to commencement of the main works, a site-specific CMP commensurate with the scale and effects of the proposed works, may be submitted to the Council (Team Leader — Specialist Integration Compliance) for comment.

Advice Note:

In some cases, with the written approval of the Council a site-specific CMP may not be required.

Traffic Management Plan

28. A detailed Traffic Management Plan or Plans (TMP) shall be prepared for the project and/or specific project site/s by an appropriately qualified person to manage potential adverse traffic effects arising from the construction activities to the greatest practicable extent. The TMP must be provided to the relevant road controlling authority for certification at least twenty working days prior to submission to the Council. A copy of the TMP certified by the relevant road controlling authority is to be provided to the Council (Team Leader — Specialist Integration Compliance) at least ten working days prior to the proposed works commencing.
29. The certified TMP is to be implemented and maintained throughout the entire construction period of the project or relevant project stage. The TMP or any specific component of the TMP is to be updated if required, including changes agreed by the road controlling authority as necessary, and provided to the Council.
30. The TMP must describe the measures that will be taken to avoid, remedy or mitigate the traffic effects associated with construction of the project. The TMP is required to describe:
 - (a) The traffic management measures to maintain traffic capacity and safety or minimise the impact on traffic capacity seven days a week;
 - (b) Traffic assessments, including traffic modelling where appropriate, undertaken in consultation with the relevant road controlling authority which addresses intersection performance, capacity of affected road corridors and sites with existing high traffic and/or pedestrian movements, e.g. schools and Metropolitan Centre Zones;

Advice note:

As a minimum, traffic assessments and modeling to show queues is to be undertaken at the following intersections:

- Pine Avenue/Forest Hill Road
- Parrs Cross Road /Seymour Road
- Swanson Road/Metcalf Road
- Swanson Road/Universal Drive/Don Buck Road
- Don Buck Road/Lincoln Road intersection
- Fred Taylor Drive/Gunton Drive, Fred Taylor Drive/Maki Street and Fred Taylor Drive/Tawhia Drive (with a copy provided to the owner of the NorthWest Shopping Centre)
- Bringham Creek Road Roundabout to demonstrate that queues will not extend to State Highway 18.

- (c) Methods to manage construction vehicles. Methods may include restricting hours of operation and time periods (e.g. school holidays and / or night works) parking restrictions and restrictions on routes for construction traffic;
 - (d) Methods to manage the effects of the delivery of construction material, plant and machinery, including associated noise and/or vibration effects;
 - (e) Measures to maintain existing vehicle access to property where practicable, or to provide alternative access arrangements when required;
 - (f) Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users using the roads, cycleways and footpaths adjacent to the construction works. Unless it is not practicable to do so, such access is to be safe, provide for universal access, be clearly identifiable, and seek to minimise significant detours; and to maintain a cycle route where they exist, to maintain public health and safety;
 - (g) Any road, footpath or cycleway closures that will be required and the nature and the duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses. In the event of any closures, the TMP is to describe the communications plan for local residents, the signage to pre-warn of closures and the organisations to be advised of the proposed closures (including the Blind Foundation);
 - (h) Any proposed monitoring to measure the impact of the works on traffic and vice versa. If safety or operational issues are evident, the methodology for measures to be implemented to address these issues;
 - (i) Measures to manage the proposed access to the work site should access be unable to cater for two-way traffic, and to minimise reverse movements and blocking of the road; and
 - (j) The availability of on and off street parking if the project sites are unable to accommodate all contractors' parking. This is to include an assessment of available on street parking (if any) for contractors and to identify measures to meet and/or reduce contractor parking demand should it be found that there is insufficient on-street parking to meet that demand.
 - (k) Measures to minimise the impact of any full or partial closure of Gunton Drive in the period 6 January to the Thursday prior to Labour Day weekend, prepared in consultation with NZTA, Auckland Transport and the owners and occupiers of land in the Westgate Precinct.
 - (l) Measures to achieve compliance with this condition.
31. The TMP(s) required by these conditions must be consistent with the version of the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management that applies at the time of construction. The requiring authority is to consult with the New Zealand Transport Authority on the development of construction and traffic management plans to ensure the ongoing operation and maintenance of SH18, as well as to minimise disruption during the Northern Corridor Project. The requiring authority must consult with the owner of the NorthWest Shopping Centre on any TMP which involves construction works on Fred Taylor Drive and/or Gunton Drive to ensure access to the Centre is maintained at all times.

Any response(s) from the owner of the NorthWest Shopping Centre on the final TMP must be provided to the relevant road controlling authority when submitted for certification, and provided to Auckland Council when submitted in accordance with condition 28.

Advice note

Gunton Drive is not the sole access to NorthWest Shopping Centre, with alternative access into the area available via Te Oranui Way, Tawhia Drive and Maki Street.

Construction Noise and Vibration Management Plan

32. A Construction Noise and Vibration Management Plan (CNVMP) is to be prepared by an appropriately qualified person and is to be submitted to the Council prior to commencement of the works. The purpose of the CNVMP is to set out the management procedures and general methods to be adopted to avoid, remedy or mitigate potential noise and vibration effects arising from construction activities on adjacent landowners and occupiers. The CNVMP is to be implemented and maintained throughout the entire construction period. The CNVMP is to be updated when necessary and any proposed change to the CNVMP must be submitted to the Council prior to implementation.
33. The CNVMP is to include:
 - (a) A process for predicting noise and vibration levels and identifying where site specific construction noise/vibration management plans are required;
 - (b) Noise and vibration sources, including machinery, equipment and construction techniques to be used;
 - (c) A list of buildings and structures considered 'at risk' from vibration based on a preliminary assessment. For the purposes of this condition an 'at risk' building is one at which the vibration levels in these conditions are likely to be approached or exceeded;
 - (d) A process for the use of building condition surveys to determine the current condition of 'at risk' buildings;
 - (e) Details on the effects of vibration on infrastructure located in earlier designations held by:
 - KiwiRail - relevant drawings: 2010673.516, 2010674.311–Option 1: Open Trench Construction, and 2010674.312–Option 2: Pipe-Jacking;
 - Refining NZ – relevant drawing: 2010673.512; and
 - Transpower – 2010673. 519, 2010673. 521, and 2010673. 531.
 - (f) Provision for determining the buildings that will require post-condition surveys;
 - (g) Identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry) along with the details of consultation with the land owners and occupiers of the sites where the sensitive activities are located and any management measures that will be adopted based on this consultation;
 - (h) The consultation undertaken by the requiring authority with affected stakeholders to

develop the CNVMP;

- (i) Methods for monitoring and reporting on construction noise and vibration;
- (j) Methods for communicating any expected or actual exceedances of rule 25.6.30 in the Auckland Unitary Plan;
- (k) Methods for receiving and responding to complaints about construction noise and vibration;
- (l) Procedures for when and how any building damage will be remedied and made good, as identified in pre- and post-construction condition building surveys; and
- (m) Any other items required by Annex E2 of NZS 6803:1999.

Advice note:

The ramps to the carpark above NorthWest shopping centre will be identified on the 'at risk' list and will be subject to pre and post-construction building surveys under this condition.

Ecological Management Plan

- 34. A banded rail nesting survey shall be undertaken prior to any vegetation removal within or adjacent to Wallace Inlet. In the event any potential nesting habitat of the banded rail is likely to be disturbed by the work, an Ecological Management Plan (EMP), including an implementation programme, developed by an appropriately qualified ecologist, shall be submitted to the Auckland Council (Team Leader Specialist Integration Compliance) as part of the OPW. Any disturbed habitat shall be reinstated, or a commensurate area of potential nesting habitat created elsewhere in the vicinity of Wallace Inlet in the event the specific site cannot be reinstated as a result of ongoing maintenance access being required, in accordance with the Ecological Management Plan.

Tree and Vegetation Management Plan

- 35. The construction methodology for the Oratia, Swanson and Oteha stream crossings must minimise impacts on existing mature trees and vegetation in the designation area. A construction and tree protection methodology for this purpose is to be developed in consultation with the Council's NRSI and PSR arborist and submitted with the OPW.
- 36. All trees to be retained that are growing in close proximity to the proposed works are to be protected in a manner that ensures that potential adverse effects are avoided and / or minimised.

Advice note:

The methodology for this will be provided by the management plans and the OPW.

Parks Protections Plan

- 37. As part of the OPW to be submitted prior to commencement of construction works the requiring authority is to prepare a Parks Protection Plan. The purpose of the Parks Protection Plan is to detail how each site will be landscaped following completion of works on the site to minimise adverse visual and landscape effects as well as social, ecological, arboricultural,

recreational and social effects. The Parks Protection Plan/s is to be prepared in consultation with PSR. The Parks Protection Plan/s is required to:

- (a) Identify the location and type of all physical works proposed which affect PSR land including drawings and content relevant to address all matters to an appropriate level of detail;
 - (b) Have particular regard to expert reports submitted with the NoR that identify features, structures and vegetation worthy of retention and/or protection;
 - (c) Identify any existing assets, structures, vegetation, landscape (including soil) and other features on the PSR land to be protected during works, and methodologies to protect;
 - (d) Identify the location and design of any permanent above-ground water, wastewater and stormwater infrastructure and the associated contouring of ground;
 - (e) Include the location and design of any permanent access to the water, wastewater and stormwater infrastructure;
 - (f) Include details of proposed landscaping and planting, including:
 - (i) details of finished soil levels, planting schedules, specifications, structure construction details and implementation as necessary to accurately define the required landscape works; and
 - (ii) details of the maintenance and weed management programmes to be carried out for a period of two years;
 - (g) Identify any proposed fencing, signage and gating required; and
 - (h) Include a record of all consultation undertaken in relation to the development of the Parks Protection Plan, how feedback has been incorporated, and where feedback has not been incorporated, the reasons why.
38. The proposed planting required by these conditions must be of native species and incorporate use of eco-sourced indigenous species of trees and shrubs as far as practicable. The provenance of the plants is to be from within the ecological district to the extent that is achievable.

Landscape and Visual Management Plan

39. In addition to the requirements above, detailed site-specific Landscape Plans are to be prepared for the following areas:
- All areas identified in the Auckland Unitary Plan as Significant Ecological Areas (SEAs)
 - The area of the construction site (limited to 96m² adjoining the end of the formed road) where the receiving pit exits to Shetland Road;
 - The intersection of Don Buck and Swanson Roads (in the event that the Pin Oak located on the roundabout is removed);
 - The Hobsonville pump station

- Stream crossings (Oratia, Opanuku, Swanson, Paremuka, Oteha); and
- Oteha Stream and Fern Hill escarpment, for that area affected by vegetation removal.

These site-specific landscape plans may be integrated with the plans required by condition 37 if appropriate. In these areas, the plans must include:

- (a) Methods to minimise and mitigate loss of any canopy trees or trees over 15 cm dbh using an appropriate compensation ratio and in a suitable location;
 - (b) Methods to mitigate potential edge effects resulting from vegetation clearance at Shetland Road and Bush Road, including appropriate planting during the first planting season following clearance to support and improve the ecological value of the area;
 - (c) Methods to mitigate the loss of riparian vegetation, including replanting. The losses are to be mitigated using an appropriate compensation ratio and in a suitable location.
40. The plans required by these conditions are to be prepared and submitted to the Council as part of the relevant OPW. The purpose of the Landscape Plans is to detail how each site will be landscaped following completion of each of the sites identified, in order to minimise visual and landscape, ecological and arboriculture effects. The Landscape Plans for areas of road reserve are to be prepared in consultation with Auckland Transport. Any comments received from Auckland Transport on the final detailed Landscape Plans are to be provided to the Council together with the requiring authority's response to those comments.
41. The detailed Landscape Plans must:
- (a) Identify any existing structures, vegetation or other features on the sites to be protected during the works or reinstated on completion of the works;
 - (b) Identify location and design of any permanent above-ground water, wastewater and stormwater infrastructure, and the associated ground contouring;
 - (c) Include the location and design of any permanent access to the water, wastewater and stormwater infrastructure;
 - (d) Include details of proposed landscaping and planting, including implementation;
 - (e) Include details of the maintenance and weed management programmes to be carried out for a period of two years to ensure the establishment of new planting on the widened causeway;
 - (f) Identify any fencing, signage and gating required as part of (b) and (e).

Reinstatement Plans

42. As part of the OPW to be submitted prior to commencement of construction works the requiring authority shall prepare a Roads Reinstatement Plan for roads. The Road Reinstatement Plan is to be prepared in consultation with Auckland Transport. The Road Reinstatement Plan/s is to:

- (a) Identify all existing traffic control devices (including signs, street furniture and road markings) and the road corridor affected by the works and to be reinstated following the works;
 - (b) Identify any existing structures, vegetation, landscape (including soil) and other features on the site to be protected during works or reinstated on completion of the works;
 - (c) Identify the location and design of any permanent above-ground water, wastewater and stormwater infrastructure and the associated contouring of ground;
 - (d) Include the location and design of any permanent access to the water, wastewater and stormwater infrastructure;
 - (e) Include details of proposed landscaping and planting, including implementation and maintenance programmes and soil reinstatement, including at least 300mm of topsoil, in vegetated areas;
 - (f) Identify any fencing, signage and gating required as part (b) and (c) above; and
 - (g) Include a summary of all consultation undertaken in relation to the development of the Roads Reinstatement Plan, how feedback has been incorporated and where feedback has not been incorporated, the reasons why.
 - (h) The final Roads Reinstatement plan is to be progressively implemented following completion of each project stage(s).
43. The requiring authority must prepare a Reinstatement Plan for all privately-owned land in consultation with the property owner, which addresses the aspects (as relevant to the specific site) identified in condition 42 (a) to (g).

Communications Plan

44. The requiring authority is to prepare a Communications Plan (CP) for the construction phase of the project or for each project stage, and submit the plan to the Council as part of the OPW. A copy of the CP shall be forwarded to Auckland Transport for its information. The CP must set out:
- (a) Communication procedures for ensuring that key stakeholders (including those identified in Appendix A to these conditions), Mana Whenua, and the owners/occupiers of neighbouring properties, road users and businesses in the immediate vicinity of the construction area(s) are given prior notice regarding the commencement, duration and effects of works;
 - (b) details of prior consultation or community liaison undertaken with the parties referred to in (a) above, including outlining any measures developed with such persons or groups to manage or to mitigate any adverse effects or inconvenience that may arise; and
 - (c) full contact details of a liaison person who will manage the public information system and be the point of contact for related enquiries.

Transpower Construction Management Plan

General condition applying to each NOR

45. The requiring authority shall prepare a Transpower Construction Management Plan (TCMP) for the section of the NH2 watermain on
- (a) Don Buck Rd, Massey traversed by Transpower's Henderson - Marsden A (HEN-MDN A) and Henderson - Maungatapere A (HEN-MPE A) 110kV overhead transmission lines; and
 - (b) Bush Road, Albany traversed by Transpower's Albany-Wairau Rd (ALB-WRD A) 220kV underground cables;

to ensure the protection of the HEN-MPE A and HEN-MDN A overhead transmission lines and the ALB-WRD A underground cable. The TCMP shall demonstrate that the design and construction methodology complies with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34:2001) and will not compromise the ongoing operation, maintenance and upgrading of the HEN-MDN, HEN-MPE and ALB-WRD transmission assets.

46. The TCMP shall be prepared in consultation with Transpower and a draft must be given to Transpower for its review and comment at least 6 months prior to being submitted to the Council. A record of consultation and any comments provided by Transpower on the final draft must be included with the final TCMP submitted to the Council for consideration as part of the OPW.
47. All works/activities are to be undertaken in accordance with the TCMP.

NOR 1 - works on Don Buck Road and under/near Transpower's Henderson - Marsden A (HEN-MDN A) and Henderson - Maungatapere A (HEN-MPE A) 110kV overhead transmission lines:

48. The TCMP required by these conditions must include the following (but not necessarily be limited to) in relation to the works on Don Buck Road, traversed by the HEN-MDN A and HEN-MPE-A overhead transmission lines:
- (a) The name, experience and qualifications of the person/s nominated by the requiring authority to supervise the implementation of, and adherence to, the TCMP.
 - (b) Construction drawings, plans, procedures, methods and measures to demonstrate that all construction activities undertaken on the site will meet the safe distances in the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001) or any subsequent revision of the code, including but not limited to those relating to:
 - i. Excavation and Construction near Towers (section 2);
 - ii. Building to Conductor clearances (section 3);
 - iii. Ground to Conductor clearances (section 4);
 - iv. Mobile Plant to conductor clearances (section 5); and
 - v. People to conductor clearances (section 9).

- (c) Details of any areas that are “out of bounds” during construction and within which additional management measures are required, such as fencing off, entry and exit hurdles and the minimum height for any hurdles. Where a safety observer is required, this will be at the requiring authority's cost.
 - (d) Details of contractor training for those working near the HEN-MPE A and HEN-MDN A lines.
49. Should conductive material need to be used for the section of watermain adjacent to the HEN-MPE A Tower 0006, the requiring authority must undertake a risk assessment to identify any required mitigation measures to control induction and transferred voltages, Earth Potential Rise and cathodic protection. The risk assessment and any recommended mitigation measures are to be provided to Transpower for its certification, and any required mitigation must be implemented by the requiring authority at its cost.

NOR 2 - works proposed on Bush Road, Albany and under/near Transpower's Albany-Wairau Road A (ALB-WRD-A) 220kV underground transmission cable:

50. The TCMP required by these conditions must include the following (but not necessarily limited to) for those works on Bush Road near the Albany-Wairau Rd underground cable:
- (a) The name, experience and qualifications of the person/s nominated by the requiring authority to supervise the implementation of, and adherence to, the TCMP;
 - (b) Construction drawings, plans, procedures, methods and measures to demonstrate that:
 - i. There will be no directional drilling within 5m of the ALB-WRD A cable;
 - ii. Any backfill over the cable crossing has a thermal resistivity (TR) of 1.2 Km/W or better (test certificates required) and is carried out in layers of no more than 300mm at a time using a portable plate compactor;
 - iii. The Transpower concrete cable protection covers will not be interfered with and the correct backfill (as above) and compaction will be maintained during reinstatement;
 - iv. No watermain connections, risers or valves may be installed above or within the ALB-WRD-A cable corridor.
 - (c) Details of contractor training for those working near the ALB-WRD A underground cables.

CONSTRUCTION

Pre-commencement meeting

51. Prior to the commencement of each discrete stage of works (authorised by these designations), the requiring authority is to arrange and conduct a pre-start meeting that:
- (a) Is held at a location on the site;
 - (b) Is scheduled for not less than ten days before the anticipated commencement of works;
 - (c) Includes relevant and appropriate Auckland Council representatives and Auckland

Transport representatives, including Council monitoring inspectors and Council arborists (NRSI Consent and PSR arborists);

- (d) Includes representation from the contractors, sub-contractors and work site supervisory staff who will undertake the works and any other relevant parties including appropriately qualified professionals (as required by other conditions) and the project archaeologist:
- (e) That interested mana whenua entities have been invited to attend to undertake tikanga

Advice note:

A list of self-identified mana whenua is contained in Appendix A.

- (f) The following information is to be made available by the requiring authority at the pre-start meeting:
 - i. Timeframes for key stages of the works authorised by the designation
 - ii. The designation and resource consent conditions and management plans required by those conditions
 - iii. The OPW, including all necessary management plans
 - iv. Contact details of key contractors.

- 52. The requiring authority shall undertake on-going communication and consultation with Auckland Transport and NZTA throughout the duration of construction, including in relation to design and implementation stages to co-ordinate works and management of effects of the project on road networks.

Noise and Vibration

- 53. Noise arising from construction activities is to be measured and assessed in accordance with NZS 6803:1999 Acoustics - Construction Noise and, unless otherwise provided for in a SSCNMP or these conditions, must comply with the noise limits set out in the following table:

Day	Time	L _{Aeq}	L _{Amax}
Residential Receivers			
Weekdays	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sundays and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Commercial and Industrial receivers			

All	0730h — 1800h 1800h — 0730h	70 dB 75 dB	
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54. Vibration arising from construction activities is to be measured and assessed in accordance with DIN 4150-3:1999 Structural Vibration Part 3: Effects of vibration on structures and rule E.25.6.30 in the Auckland Unitary Plan and, unless otherwise provided for in a SSCVMP, must at all times comply with the vibration limits contained therein.
55. Where the noise limits in condition 53 are predicted to be exceeded by less than 5 decibels monitoring is to be undertaken to confirm the actual noise levels. If the exceedance is shown to be more than 5 decibels, then a SSCNMP must be prepared.
56. The guideline vibration limits set out in DIN4150 must not be exceeded except where the requiring authority can demonstrate to the satisfaction of the Council in advance:
 - (a) That the receiving building(s)/ structures (s) are capable of withstanding higher levels of vibration and what the new vibration limit is. The investigation required to demonstrate this must include an assessment of the building(s)/ structures (s) by a chartered professional engineer or otherwise appropriately qualified person and a full pre-condition survey.
 - (b) That the requiring authority has obtained the written agreement of the building and /or structure owner(s) and occupier(s) that a higher limit may be applied.
 - (c) Procedures for when and how remedial works will be undertaken should they be required.
57. A Site Specific Construction Noise / Vibration Management Plan (SSCNMP / SSCVMP) must be prepared:
 - (a) for any activity where construction noise is either predicted or measured to exceed the project noise limits in condition 53 by more than 5 decibels;
 - (b) for any activity where construction vibration is either predicted or measured to exceed the project vibration limits in DIN4150; and
 - (c) any works required to be undertaken at night time within 50 m of dwellings.
58. A SSCNMP / SSCVMP must establish the best practicable option for noise and vibration mitigation to be implemented for the construction activity and must include:
 - (a) A description of the works which will generate noise and or vibration levels which cannot be practicably mitigated to achieve compliance with the project noise and vibration standards;
 - (b) The days and times when the activity will be permitted to exceed the project noise and / or vibration controls;
 - (c) The proposed noise and / or vibration limits for the specific activity;
 - (d) A record of all consultation and communication with the affected receiver(s);
 - (e) Noise and/ or vibration monitoring to be undertaken during the specific activity; and

- (f) For work at night, this is to include steps to mitigate adverse transport effects (in conjunction with any Traffic Management Plan(s)).
59. All SSCNMPs and SSCVMPs are to be submitted to the Council (Team Leader Specialist Integration Compliance) at least 5 days prior to the commencement of the works activity. Any reasonable and practicable comments received from the Council within 3 days must be incorporated into the final version.

Hours

60. The construction hours are as follows, except where work is necessary outside the specified days or hours for the purposes specified in condition 61:
- (a) Tunnelling activities – 24 hours a day, 7 days a week operations for all tunnelling activities.
 - (b) General site activities – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday.
 - (c) Truck movements – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday.
61. The purposes for which work may occur outside of the specified days or hours are:
- (a) where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;
 - (b) where work is specifically required to be planned to be carried out at certain times, for instance, to tie into the existing network during periods of low flow, or to tie into tidal cycles for works in the CMA;
 - (c) for delivery of large equipment or special deliveries required outside of normal hours due to traffic management requirements;
 - (d) in cases of emergency;
 - (e) for securing the site or the removal of a traffic hazard; and/or
 - (f) for any other reason specified in the designation conditions, CMP, TMP, CNVMP or SSCNVMP.

Where any work is undertaken pursuant to paragraphs (a) – (f) of this condition, within five working days of the commencement of such work the requiring authority must provide a report to the Council detailing how the work was authorised by those paragraphs.

Timing constraints

62. The requiring authority is to manage the construction activities on local roads in the vicinity of the following schools the peak morning hours of 8.30am and 9.15am and the afternoon peak period of between 2.45pm to 3.30pm during school term time.
- Sutherland Primary School (located near to the proposed Paremuka Stream Crossing)
 - Don Buck Primary School (located near to the proposed Swanson Stream Crossing)
 - Massey Primary School (located near to the proposed Swanson Stream Crossing);

- St Pauls Primary School (located near to the proposed Swanson Stream Crossing; and
 - between 8.30 am and 9.15am, and 3.15pm to 4.00pm during the school term in the vicinity of the Massey High School (located near to the proposed Swanson Stream Crossing).
63. To reduce the overall impact on the NorthWest Shopping Centre, when full or partial closure of Gunton Drive is required for the works, the requiring authority shall comply with the time periods specified in condition 64 below, having regard to the need to provide an effective construction programme for the delivery of the project while maintaining customer access to NorthWest Shopping Centre via Gunton Drive.
64. Unless agreed otherwise by the owner of the NorthWest Shopping Centre or directed by Auckland Transport, no physical work affecting the carriageway is to be undertaken on that part of Fred Taylor Drive between Tawhia Drive and Gunton Drive or that part of Gunton Drive between Fred Taylor Drive and Tawhia Drive or the Hobsonville Interchange between the Friday immediately prior to Labour Day weekend and 5 January of any following year. Outside of the Friday immediately prior to Labour Day weekend to 5 January, the requiring authority may require full closure of Gunton Drive for up to 12 hours at any one time between the hours of 7pm and 8am and partial closure (where one lane of Gunton Drive will remain open for public vehicle access) at other times.
- Advice note
- The road controlling authority retains final control over the timing of road closures through the CAR process.
65. Specific to the Metcalf Road rail level crossing, the requiring authority is to design the works, its location, and construction methodology in consultation with Auckland Transport and KiwiRail. Consideration is to be given to any future grade separation works proposed by Auckland Transport and/or KiwiRail. All measures are to be taken to remedy or mitigate effects on the road and rail alignment.
66. Any rail line closures required by the proposed works are to be timed and are to take place at the same time as a line closure planned by Auckland Transport and/or KiwiRail unless otherwise authorised by Auckland Transport and KiwiRail.
67. Access, parking areas and functional use is required to be maintained for the Hobsonville Bowling Club at all times.
68. The requiring authority must manage the construction activities to minimise the number of heavy vehicles between the causeway and roundabout on Squadron Drive outside the hours of 0730 to 1900 on weekdays and 0730 to 1800 on Saturdays, and all day on any Sundays and public holidays. Heavy vehicles may use Squadron Drive outside those hours in the following limited circumstances:
- (a) Where it is necessary to undertake work outside normal working hours, for example micro-tunnelling under State Highway 18, where it is not feasible to undertake that work at other times due to traffic management requirements;
 - (b) For delivery of large equipment or special deliveries required outside of normal hours due to traffic management requirements;
 - (c) Where, due to unforeseen circumstances, it is necessary to complete an activity that has

commenced that day;

- (d) To secure a site or remove a traffic hazard;
 - (e) In cases of emergency;
 - (f) If required by a TMP;
 - (g) As otherwise agreed with the owners of 1 Squadron Drive.
69. Where any work is to be undertaken pursuant to condition 68, the requiring authority is to advise the Council (Team Leader Specialist Integration Compliance) in advance of that work, or where this is not possible, as soon as reasonably practicable.
70. The requiring authority must ensure that access to the HEN-MPE A and HEN-MDN A lines for maintenance work (at all reasonable times) and for emergency works (at all times) is not adversely affected by the works.

Damage

71. Any damage in the road corridor, including side roads leading to construction sites, directly caused by heavy vehicles entering or exiting construction sites must be repaired within two weeks or within an alternative timeframe to be agreed with Auckland Transport.

Kauri die back

72. The requiring authority must ensure that any works within 30 metres of any Kauri will be undertaken in accordance with best practice procedures to prevent the introduction or spread of Kauri dieback disease. Best practice procedures are to be developed in conjunction with the Manager Biosecurity Auckland Council.

Archaeology and heritage

73. An appropriately qualified archaeologist is to monitor construction activities within 50 metres of CHI site 15094 (Don Buck's camp) during the surficial earthworks and excavation into natural ground.
74. If any archaeological sites are exposed during the works, the following procedures will apply:
- (a) Immediately after it becomes apparent that an archaeological site or site of value to mana whenua has been exposed, all site works in the immediate vicinity are to cease immediately and the project archaeologist is to be notified;
 - (b) The requiring authority is to secure the area immediately so that any artefacts or remains are untouched;
 - (c) The requiring authority must notify Heritage New Zealand (HNZ), mana whenua, and the Council (Team Leader — Specialist Integration Compliance) (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. No works are to recommence in the immediate vicinity of the archaeological site until any required approval has been obtained unless an approval is not required; and
 - (d) The requiring authority is to invite mana whenua cultural monitors to be present during

any excavation or disturbance of Maori archaeology.

75. In the event that works need to be carried out within 5 metres of any of the built heritage items listed in the table below, clear dimensions are to be established and agreed with the Council (Heritage Manager or appointed delegate) prior to the commencement of works:

CHI No.	NZAA No.	Site Type	Name	Location	District/Regional Plan Name
3327		Building – Dwelling	Midgely House	17 Hobsonville Road, West Harbour	
3332		Building – Dwelling		194A Waimumu Road, Massey	
3333		Building – Dwelling		205 Waimumu Road, Massey	
3685		House site		Huia Road, Titirangi	
3721		Building – Dwelling		1-3 Phillip Ave, Glen Eden	
3729		Building – Dwelling		262 Glengarry Road, Glen Eden	
3804		Building – Post Office	Massey Post Office (former)	399 Don Buck Road, Massey	Auckland Council District Plan: Operative Waitakere Section 2003, Category II / PAUP Category B Scheduled Historic Heritage Place (Appendix 9.1: ID 51)
5963	R11/503	Shell Midden (Reported)			
11271	R11/1458	Cottage site		99 Parrs Cross Road, Oratia	PAUP Category B Scheduled Historic Heritage Place (Appendix 9.1: ID 2481)
15094		Gum Diggers Camp / Monument/ Plaque	Don Bucks Camp / Dan Francisco Rodriguez Figuero	Don Bucks Corner Reserve, Ranui	
19865		Orchard	Tara Orchard Packing Shed and Homestead (former)	99 Parrs Cross Road, Oratia	PAUP Category B Scheduled Historic Heritage Place (Appendix 9.1: ID 2481)

3516		Building – Dwelling		Cnr Ockleston Road and Clarks Lane, Hobsonville	
3792		Building – Ecclesiastical	Former Sinton Road Church	7 Clarks Lane, 1 Brighams Creek Road (Former), Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003
12874		Building – Dwelling		5 Clarks Lane, Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003. Category II / PAUP Category B Historic Heritage Place (Appendix 9.1: ID 246)
12875		Building – Dwelling		4 Clarks Lane, Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003. Category II/ PAUP Category B Historic Heritage Place (Appendix 9.1: ID 247)
12876		Building – Dwelling		6 Clarks Lane, Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003, Category II/ PAUP Category B Historic Heritage Place (Appendix 9.1: ID 248)

Mana Whenua

76. The Requiring Authority shall invite mana whenua cultural monitors to be present during the construction phase of the project.

Finishing detail

77. Any above ground pipes, structures/pump stations and paving are to be finished in colours appropriate for the receiving environment.
78. Building and paving material are to have a natural reflectivity of no greater than 37% in accordance with BS5252 Groups A and B.

Transpower

NOR 1 - works on Don Buck Road and under/near Transpower's Henderson - Marsden A (HEN-MDN A) and Henderson - Maungatapere A (HEN-MPE A) 110kV overhead transmission lines:

79. Unless Transpower agrees otherwise, excavation or disturbance of the land around HEN-MPE A Tower 0006 must not:
- (a) exceed a depth greater than 300mm within 6 metres of the outer edge of the visible foundations of the tower; or
 - (b) exceed a depth greater than 3 metres between 6 metres and 12 metres of the outer edge of the visible foundation of the tower; or
 - (c) destabilise the tower.
80. No excavated material, fill or construction material is to be stockpiled or deposited under the HEN-MPE A and HEN-MDN A transmission lines so that it reduces the conductor to ground clearance to less than 6.5 metres vertically.
81. All machinery and mobile plant operated in association with the works must maintain a minimum clearance distance of 4 metres from the HEN-MPE A and HEN-MDN A transmission lines at all times.
82. A warning sign is to be clearly displayed at the operator position on any mobile plant, namely "WARNING, KEEP 4M MINIMUM CLEARANCE FROM TRANSMISSION LINES AT ALL TIMES".

NOR 2 - works proposed on Bush Road, Albany and under/near Transpower's Albany-Wairau Road A (ALB-WRD-A) 220kV underground transmission cable:

83. All works/activities are to be undertaken in accordance with the TCMP.
84. The requiring authority must provide Transpower NZ with 10 working days' notice prior to commencing works on Bush Road within 100 metres of Transpower assets.
85. A Transpower representative (Northpower Ltd) must be allowed access to the site during the proposed works to provide a dedicated stand-over for all works in and around the cable.
86. The requiring authority must ensure that its employees, agents and contractors follow the principles laid down in the following publications:
- (a) "Approved Code of Practice for Safety in Excavation and Shafts for Foundations", published by the Occupational Safety and Health Service Department of Labour, September 1995, reprinted April 2000, ISBN 0-477-03578-7; and
 - (b) "Guide for Safety with Underground Services" published by the Occupational Safety and Health Service Department of Labour, issued October 2002, ISBN 0-477-03665-1.

Rail integration

87. All works within the rail corridor must be undertaken in a way that minimises disruption to passenger and/or freight services on the Western Line.

POST CONSTRUCTION

Section 176 approval

88. Following construction of the project (or a section thereof), the following activities undertaken by Network Utility Operators will not prevent or hinder the project, and may be undertaken no closer than 500mm to the watermain without seeking the requiring authority's written approval

under section 176(1)(b) of the RMA:

- (a) Operation, maintenance and urgent repair works on 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 service connections;
 - (d) Upgrade and replacement of existing Network Utilities in the same or similar location with the same or similar effects as the existing utility; and
 - (e) Works greater than those described above are subject to the approval of the requiring authority under section 176 but approval is not to be unreasonably withheld.
89. PSR may undertake maintenance, urgent repair works and minor renewal works on existing PSR infrastructure without seeking the requiring authority's written approval under section 176(1) (b) of the RMA.
90. Following construction of the project on Lot 5 DP 505331 (or an allotment created from this allotment), the following activities will not prevent or hinder the project, and may be undertaken by the owners of Lot 5 DP 505331 (or an allotment created from this allotment) without seeking the requiring authority's written approval under section 176(1)(b) of the RMA:
- (a) Construction, occupation and use of any building five storeys or less within the green dashed areas marked as Zone A – Zone J on the Mode Design Plan "Hobson Quarter 2 Falcon Crescent, Hobsonville – Proposed Site Plan – Option 13" dated 8 June 2017 (and any ancillary land use activities within Lot 5 DP 505331), provided that the foundations, excavations or any other activities occurring below existing ground level do not exceed 4 metres in depth;
 - (b) Geotechnical investigations involving boring deeper than 4m, provided that the standard "works over approval" process is followed.
 - (c) Development of common facilities and infrastructure, such as (but not limited to) roads, driveways, underground services, hard and soft landscaping provided that there is no excavation more than 4 metres below existing ground level.
 - (d) Subdivision of the land, whether fee simple, unit title or leasehold.

Advice Note:

For the avoidance of doubt, this condition confirms that the activities listed can be undertaken without seeking the requiring authority's approval under s176 of the RMA. This condition does not amount to approval by Auckland Council in its capacity as a regulatory authority for those activities. The owners of Lot 5 DP 505331 (or an allotment created from this allotment) must obtain any necessary resource consents and/or building consents from Auckland Council to carry out the activities listed in this condition.

Drawing back designation

91. As soon as reasonably practicable, and no later than the point at which any part or parts of the NH2 and/or NH2 and NI shared corridor project becomes operational, the requiring

authority must:

- (a) Review the areas of the land designated for the project. This review is to include consultation with Auckland Transport to enable the efficient operation of the road network;
- (b) Give notice in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (a) above.

Operational noise

- 92. The noise (rating) levels and maximum noise level arising from the pump station measured inside the boundary of an adjacent site in the adjacent residential zones must not exceed the levels in the Unitary Plan Table E25.6.2.1 – Noise levels in residential zones.

Reinstatement

- 93. At the conclusion of works for each project stage all disturbed areas are to be reinstated / landscaped in accordance with these conditions.

As built

- 94. As soon as reasonably practicable, and no later than the point at which any part or parts of the NH2 and/or NH2 and NI shared corridor project becomes operational, the requiring authority must provide as-built plans to the Council's Team Leader, Compliance and Monitoring, Resource Consents.
- 95. The requiring authority is to provide Transpower NZ with as-built drawings for the pipe/s which are laid in the ALB-WRD A designated cable route within 30 days of works being completed.

Lighting

- 96. All exterior lighting (if required) is to be fixed and no higher than 1 metre above finished ground level, capped, filtered or pointed downwards and screened so as to reduce lux spill. The only exception to this is the pump station site where normal building lighting is expected, including security lighting.

Landscaping

- 97. All planting is to be implemented in the first available planting season (1st April to 30th August) following the completion of the construction project stages.
- 98. All landscaping is to be maintained for a period of no less than 2 years, with any dead, diseased or dying landscaping to be replaced immediately with plants of the same species and at the minimum height at the time of planting as specified in the Landscape Plan.
- 99. At all locations, other than those identified in the general conditions as being subject to specific plans to be provided to the Council, and at the conclusion of works, any affected areas are to be reinstated as close to their original condition prior to construction as is reasonably practicable.

Appendix A: List of Stakeholders

NOR1 (Titirangi to the eastern end of Fred Taylor Drive),

NOR2 (eastern abutment of the Greenhithe Bridge to Albany Reservoir),

NOR3 (Shared Corridor from Fred Taylor Drive to the western end of the Greenhithe Bridge)

The following listed parties constitute stakeholder(s) for the purposes of the Pre-Construction Consultation Plan and Construction Communications Plan

- Network Utility Operators with assets within or adjacent to the designation including but not limited to
 - Transpower
 - Refining NZ
- Ministry of Education
- Summerland Primary School
- Don Buck Primary School
- Massey High School
- Massey Primary School
- St Pauls Primary School
- Auckland Council Parks, Sports and Recreation where works are proposed in the following locations:
 - Waitakere Ranges Regional Park
 - Oratia Esplanade Reserve
 - Border Road Reserve
 - Shona Esplanade Reserve
 - Public Open Space (58-62 Munroe Road, Henderson)
 - Don Buck Corner Reserve
 - Public Open Space Conservation (20-28 Don Buck Road, Henderson; 6 William Pickering Drive, Rosedale; 66 Bush Road, Albany)
 - Douglas Alexandra Reserve
 - Public Open Space Informal Recreation (12 Douglas Alexander Parade, Rosedale)
 - Fernhill Escarpment
 - Burnside Escarpment
 - Hobsonville War Memorial Park
- Mitre10
- Stride Holdings Ltd
- New Zealand Transport Agency
- Hobsonville Bowling Club
- The owners of Lot 5 DP 505331 (or any allotments created from this allotment) in so far as it relates to construction methodology within 50 metres of Lot 5 DP 505331.
- The North Harbour 2 Watermain Project has been on the Kaitiaki Managers Project List provided to mana whenua since July 2013. Eight mana whenua entities have indicated ongoing interest in the project:
 - Ngāti Manuhiri
 - Ngāti Whātua o Ōrākei
 - Te Kawerau a Maki
 - Ngāti Maru
 - Te Akitai

- Te Rūnanga o Ngāti Whātua;
- Ngaati Whanaunga
- Ngāti Paoa

Attachments

No attachments.