

**IN THE ENVIRONMENT COURT
AT AUCKLAND**

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

Decision [2024] NZEnvC 050

IN THE MATTER OF appeals under section 174 the Resource
Management Act 1991

BETWEEN THE WAREHOUSE LIMITED

(ENV-2023-AKL-000195)

GENERAL DISTRIBUTORS
LIMITED

(ENV-2023-AKL-000197)

PAKURANGA PLAZA LIMITED

(ENV-2023-AKL-000198)

Appellants

AND AUCKLAND TRANSPORT

Respondent

Court: Environment Judge J A Smith sitting alone under s 279 of the
Act

Last case event: 7 March 2024

Date of Order: 21 March 2024

Date of Issue: 21 March 2024

CONSENT ORDER



A: Under section 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) the appeals are allowed, to the extent that the conditions are amended in accordance with **Annexure 1** and **Annexure 2** to this order;
- (2) the appeals are otherwise dismissed.

B: Under section 285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Introduction

[1] On 11 September 2023, a panel of Independent Hearing Commissioners, acting under delegated authority from Auckland Council (**Council**), issued a recommendation to Auckland Transport (**AT**), the Requiring Authority, to confirm the notice of requirement (**NOR**) for the Eastern Busway Stage 2 (**EB2**), subject to conditions. On 20 October 2023, AT confirmed the NOR, subject to further amendments to the conditions. On 3 November 2023, the Council notified AT's decision to submitters on the EB2 NOR.

[2] The Council granted resource consents for EB2 on 11 September 2023. That decision was not appealed.

EB2

[3] EB2 forms part of the wider Eastern Busway Project.

[4] The key aspects of the EB2 NOR can be summarised as follows:

- (a) A dedicated busway from Pakuranga Road along Ti Rakau Drive to a new bus station;
- (b) A new bus station at 26 Ti Rakau Drive, with “kiss and ride” facilities, bike storage and ticketing services;

- (c) Bus only road on Reeves Road between Ti Rakau Drive and Cortina Place;
- (d) Cortina Place extension to Aylesbury Street;
- (e) The Reeves Road Flyover, which has two lanes of traffic both ways, from Pakuranga Highway (**SEART**) to Pakuranga Road east of Ti Rakau Drive; and
- (f) New full traffic light controlled intersection of Ti Rakau Drive, Aylesbury Street and Palm Avenue.

Appeals

[5] On 21 November 2023, The Warehouse Limited lodged an appeal with the Environment Court against the decision, and on 24 November 2023, General Distributors Limited and Pakuranga Plaza Limited each lodged an appeal with the Environment Court against the decision (together, **the Appeals**).

[6] The concerns raised in The Warehouse Limited's appeal related to the process for preparing management plans, access to The Warehouse Pakuranga's basement carparking, freight access to The Warehouse Pakuranga's loading dock, signage and access to Pakuranga Plaza during the construction of EB2.

[7] The concerns raised in General Distributors Limited's appeal related to the effects of carparking at Pakuranga Plaza, access to the Countdown Pakuranga loading dock, the use of management plans and the consideration of alternatives.

[8] The concerns raised in Pakuranga Plaza Limited's appeal related to effects on carparking at Pakuranga Plaza, the effects on access to and from the Pakuranga Plaza and wider town centre, effects on access for deliveries, and other construction effects.

[9] The section 274 parties to the appeals are as follows:

- (a) The Warehouse Limited appeal:
 - (i) General Distributors Limited;

- (ii) Pakuranga Plaza;
 - (iii) Auckland Council;
- (b) General Distributors Limited appeal:
- (i) The Warehouse Limited;
 - (ii) Pakuranga Plaza;
 - (iii) Auckland Council;
- (c) Pakuranga Plaza Limited appeal:
- (i) The Warehouse Limited;
 - (ii) General Distributors Limited;
 - (iii) Auckland Council.

Agreement reached

[10] The Appeals have been the subject of two Court-assisted facilitated meetings and further direct discussions between the parties.

[11] The parties to the Appeals have now reached full agreement on amendments to the NOR conditions. The parties have agreed that the NOR can be confirmed subject to agreed conditions attached as **Annexure 1** (a marked-up version showing the agreed amendments) and **Annexure 2** (a clean version of the agreed amended conditions). The agreed plans are attached as **Annexure 3** (Palm Avenue intersection plan), **Annexure 4** (Carpark layout plan) and **Annexure 5** (Brampton Court intersection plan).

[12] The substantive changes can be summarised as follows:

- (a) A process has been included to require AT to consult the Appellants on certain draft management plans, adopt their recommendations where practicable and to provide information (and a response) to the feedback received to the Council when the plans are submitted for certification;

- (b) AT is required to cease construction work in the vicinity of The Warehouse Pakuranga if AT is not complying with the conditions relating to access to The Warehouse Pakuranga loading dock or if there are dust effects on that loading dock, until the issues have been remedied;
- (c) AT is required to provide reimbursement for reasonable costs incurred in upgrading or replacing existing branding signage on the facades of The Warehouse Pakuranga;
- (d) AT is required to immediately remove any restrictions on access to the Countdown Pakuranga loading dock should a delivery vehicle arrive;
- (e) A plan (Annexure 3 to this consent order) showing the design of the EB2 road geometry and furniture in the vicinity of the Countdown Pakuranga loading dock has been inserted;
- (f) The matters that must be addressed in the Site Specific Construction Management Plan for Pakuranga Plaza (**SSCMP**) have been expanded;
- (g) AT is required to provide access to the greatest extent possible (taking into account operational and safety measures) across Reeves Road between Cortina Place and the Cortina Place extension for specified time periods during the closure of Reeves Road to private vehicles;
- (h) AT is required to install temporary signage on approaches to the Pakuranga Town Centre;
 - (i) In additional locations to show the best route to the Pakuranga Town Centre at the time;
 - (ii) To assist with wayfinding in the wider area, with the purpose of reducing congestion in the vicinity of the Pakuranga Plaza
- (i) AT is required to hold regular meetings during the construction of EB2 with the Appellants to keep them updated on progress, to seek feedback and respond to issues raised;

- (j) AT is required to implement a revised carpark layout within the Council land, as shown on a plan agreed by the parties and attached to the NOR conditions and to this consent order as Annexure 4; and
- (k) A plan (Annexure 5 to this consent order) showing an intersection design for the new signalised intersection at Pakuranga Road and Brampton Court that has been agreed between AT and Sedar Properties Pte Limited (the ultimate holding company of Pakuranga Plaza Limited) has been inserted into the conditions.

Affidavit of J Snowsill

[13] The consent documents were accompanied by an affidavit of Jarrod Snowsill affirmed 5 March 2024. The affidavit summarised the issues raised in the appeals, summarised the agreed amendments, and provided a planning assessment of the agreed conditions, confirming a view that the agreed conditions meet the relevant statutory tests.

[14] Section 171(1) RMA requires a territorial authority, when making a recommendation on a NOR for a designation, to consider (subject to Part 2) the effects on the environment of allowing the requirement, with particular regard to:

- (a) The relevant provisions of the relevant planning documents (s 171(1)(a));
- (b) Whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if the requiring authority does not have an interest in the land sufficient for undertaking the work (s 171(1)(b)(i)) or it is likely that the work will have a significant adverse effect on the environment (s 171(1)(b)(ii));
- (c) Whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought (s 171(1)(c)); and

- (d) Any other matter of the territorial authority considers reasonably necessary in order to make a recommendation (s 171(1)(d)).

Effects on the environment of allowing the requirement

[15] It is Mr Snowsill's view that significant adverse effects would not be generated by the NOR and that EB2's construction phase effects can be managed and/or mitigated by the agreed conditions, the suite of management plans and standard construction practices. In addition, the operational phase effects are appropriately addressed by the agreed conditions. Mr Snowsill noted that EB2 will have a number of significant benefits and positive effects.

[16] Mr Snowsill considers that with the changes that have been made to further address effects on Sedar Properties and its tenants, particularly during the construction period, the agreed conditions will appropriately manage the effects on the environment of the NOR.

Relevant planning documents

[17] An assessment of the NOR against the relevant planning documents is provided for in the Assessment of Environmental Effects that was submitted with the NOR. The key statutory documents are the National Policy Statement for Urban Development (**NPS-UD**) and provisions of the Auckland Unitary Plan (Operative in Part) (**AUP(OP)**), including the regional policy statement chapter.

[18] In summary, Mr Snowsill notes the strategic direction set by NPS-UD and the AUP(OP) for the creation of well-developed urban environments. Mr Snowsill opines transport infrastructure, such as EB2, is a key enabler of such environments. The relevant planning documents support the provision of public infrastructure, when the effects of infrastructure are appropriately managed. Mr Snowsill's view is that the adverse effects of EB2 will be appropriately managed by the agreed conditions.

Consideration of alternatives

[19] Mr Snowsill advises that while there had been substantial property acquisition prior to the lodgement of the NOR, and further acquisition has occurred since

lodgement, AT does not have an interest in all the land required for EB2. As such, a comprehensive assessment of alternatives was undertaken in accordance with s 171(1)(b) RMA.

[20] In summary the options assessment process involved a review of the comprehensive assessment of alternatives from earlier project phases, identification and consideration of a further long list of options to be considered against high level assessment criteria to be refined to a short list to be assessed using a Multi Criteria Assessment (MCA). In addition to the overall option assessment process undertaken, a separate assessment of alternatives was undertaken for the consideration of options for the location of Pakuranga Station, and the related alignment of the busway in that location.

[21] In Mr Snowsill's view the options assessment process for EB2 was robust, transparent and replicable. Mr Snowsill's position is that there was thorough and extensive consideration to alternative sites, routes and methods for undertaking the work, in accordance with s 171(1)(b) RMA.

Reasonable necessity

[22] The project objectives as set out in the EB2 AEE are:

1. Provide a multi modal transport corridor that connects Pakuranga and Botany to the wider network and increases access to a choice of transport options.
2. Provide transport infrastructure that integrates with existing land use and supports a quality, compact urban form.
3. Provide transport infrastructure that improves linkages, journey time and reliability of the public transport network.
4. Contribute to accessibility and place shaping by providing better transport connections between, within and to the town centre.
5. Provide transport infrastructure that is safe for everyone.
6. Safeguard future transport required at (or in vicinity of) Botany Town Centre to support the development of a strategic public transport connection to Auckland Airport.

[23] It is Mr Snowsill's opinion that the EB2 NOR is reasonably necessary for achieving these objectives, and the changes that have been made in the agreed conditions provide further support for this position. In particular, the inclusion of additional mitigation and consultation requirements will help ensure that EB2 integrates with the existing land uses in the Pakuranga town centre.

Consideration

[24] The Court has now read and considered the consent memorandum of the parties dated 6 March 2024.

[25] The parties accept and the planning evidence asserts:

- (a) The agreed conditions will appropriately manage the effects on the environment of the NOR. The conditions now provide for consultation with the appellants on draft management plans and require meetings to be held at which updates and feedback can be provided. There is also greater clarity in how effects are managed, with conditions which require works to stop to remedy effects and non-compliances, and conditions providing for wayfinding;
- (b) EB2 is consistent with the relevant planning documents. Transport infrastructure enables well developed urban environments;
- (c) AT has given thorough and extensive consideration to alternative sites, routes and methods for undertaking work in accordance with s 171(1)(b) RMA. Criteria was developed, options reviewed, and experts involved. I accept Mr Snowsill's view that the process was transparent, robust and replicable; and
- (d) The work and designation are reasonably necessary for achieving the objectives. The agreed conditions ensure that there is integration with the existing land use.

[26] I conclude the settlement should be approved by the Court. Although there are many matters of detail the amendments are generally seeking a balance of the

interests of the landowners/operators while providing for the works. Some of the provisions rely on goodwill between the parties but there appear to be mechanisms to enable the early identification and rectification of issues.

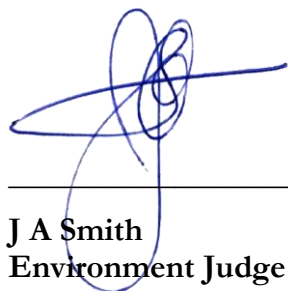
[27] The Court is making this order under section 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits. The Court understands for present purposes that:

- (a) All parties to the proceedings have executed the memorandum requesting this order; and
- (b) All parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

Orders

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

- (a) The appeals by The Warehouse Limited, General Distributors Limited, and Pakuranga Plaza Limited are allowed to the extent that the conditions of the NOR are amended in accordance with the agreed conditions set out in Annexure 1 and Annexure 2 to this order;
- (b) The appeals by The Warehouse Limited, General Distributors Limited, and Pakuranga Plaza Limited are otherwise dismissed; and
- (c) There is no order as to costs.



J A Smith
Environment Judge



Annexure 1

Designation XXXX – Eastern Busway Stage 2 (EB2)

<u>Designation Number</u>	<u>XXXX</u>
<u>Requiring Authority</u>	<u>Auckland Transport</u>
<u>Location</u>	<u>EB2 is located at Pakuranga Town Centre and encompasses works on Ti Rakau Drive, Pakuranga Road, Reeves Road, Cortina Place and the South-Eastern Highway (SEART).</u>
<u>Lapse Date</u>	<u>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 5 years from the date on which it is included in the AUP.</u>

Purpose

Construction, operation, and maintenance of the Eastern Busway Stage 2.

GLOSSARY

Acronym	Full Term
AUP(OP)	Auckland Unitary Plan (Operative in Part)
CCP	Communication and Consultation Plan
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
<u>EB2</u>	<u>Eastern Busway Stage 2</u>
ESCP	Erosion and Sediment Control Plan
<u>Sedar Properties</u>	<u>Sedar Properties Pte Ltd (referred to as Sedar Properties), the ultimate holding company of Pakuranga Plaza Limited.</u>
SSCMP	Site Specific Construction Management Plan (at Pakuranga Plaza)
SSESCP	Site Specific Erosion and Sediment Control Plan
TPMP	Tree Protection and Management Plan
UDLP	Urban Design and Landscape Plan

General Conditions

1. Any reference to a person or company in the following conditions, however described or referred to (including applicant and consent holder), includes the successor or transferee of that person.

2. 1—Except as modified by the conditions below, or by any outline plan, the scope and extent of the works within the designation are to be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement and supporting documents as follows:

Table 1: Application Documents

Document Title	Author	Revision	Date
Assessment of Effects on the Environment (AEE) and appended technical effects assessments and draft management plans (Document Number: EB234-1-PL-RP-Z2-000017)	Eastern Busway Alliance	C	28.06.2022
Stormwater Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000030)	Eastern Busway Alliance	A	30.05.2022
Noise and Vibration Operational Effects Assessment (Document Number: EBA-2-R-2-PL-RP-000034)	Eastern Busway Alliance	C	23.03.2022
Construction Methodology Overview (Document Number: EB234-1-PL-RP-Z2-000033)	Eastern Busway Alliance	B	13.07.2022
Contaminated Land Effects Assessment (Document Number: EB234-1-PL-RP-Z0-000015)	Eastern Busway Alliance	2	27.05.2022
Arboricultural Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000022)	Arborlab	A	06.07.2022
Groundwater Permitted Activity Assessment (Document Number: EB234-1-PL-RP-Z2-000044)	Eastern Busway Alliance	A	07.06.2022
Natural Character, Landscape and Visual Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000026)	Eastern Busway Alliance	A	12.07.2022
Terrestrial and Freshwater Ecological Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000031)	Eastern Busway Alliance	A	12.07.2022
Air Quality Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000021)	Eastern Busway Alliance	A	04.07.2022
Construction Noise and Vibration Effects Assessment (Document Number: EBA-2-R-2-PL-RP-000035)	Eastern Busway Alliance	A	22.01.2022

Archaeological Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000023)	CFG Heritage	A	20.06.2022
Marine Ecology and Coastal Avifauna Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000027)	Eastern Busway Alliance	A	11.07.2022
Erosion and Sediment Control Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000024)	Southern Skies Environmental Limited	A	10.07.2022
Social Impact Assessment (Document Number: EB234-1-PL-RP-Z2-000029)	Eastern Busway Alliance	A	14.07.2022
Open Space Effects Assessment (Document Number: EB234-1-PL-RP-Z2-000028)	Eastern Busway Alliance	1	07.06.2022

Table 2: Drawings

Drawing Title	Designer	Revision	Date
Land Requirement Plan:			
EB2 – Proposed Designation Boundary (Drawing Number: EB234-1-RD-SK-Z2-00355)	Eastern Busway Alliance	A1	10.08.2022
Combined Plans:			
<u>Consenting Plan (Drawing Numbers: EB2-R-2-PL-DG-100001, 100002, 100003, 100004)</u>	<u>Eastern Busway Alliance</u>	<u>C</u>	<u>08.05.2023</u>
<u>Consent Plan (Drawing Numbers: EB2-R-2-PL-DG-100101, 100102, 100111, 100112, 100121, 100122, 100123, 100124, 100125, 100131, 100132)</u>	<u>Eastern Busway Alliance</u>	<u>C</u>	<u>08.05.2023</u>
Pakuranga Station GA Elevations – East and West Architectural (Drawing Number: EB-2-D-2-BS-DG-000105)	Warren and Mahoney	A	29.04.2022
Roadwork Geometric Design (Drawings Ti Rakau Drive Busway Plan and Longitudinal Section MC10 – Sheet 1 of 2 (Drawing Number: <u>EB-2-D-2-RD-DG-000301</u> , <u>EB-2-D-RD-DG:000301, 000305, 000310, 000315, 000320, 000321, 000322, 000325, 000326, 000330, 000335, 000340, 000341, 000345, 000350, 00355</u>).	Eastern Busway Alliance	A	29.03.2022
Reeves Road Flyover General Arrangement Overall Plan and Elevation (Drawing Number: EB-2-D-2-ST-DG-003105)	Eastern Busway Alliance	A	15.04.2022

Roadwork Geometric Design Ti Rakau Drive Typical Cross Sections Sheet 1 of 2 (Drawing Numbers: <u>EB-2-D-2-RD-DG-000401, 000402, 000411, 000421, 000422, 000423, 000431</u>)	Eastern Busway Alliance	A	29.03.2022
Roadwork Geometric Design Ti Rakau Drive Typical Cross Sections Sheet 2 of 2 (Drawing Number: <u>EB-2-D-2-RD-DG-000402</u>)	Eastern Busway Alliance	A	29.03.2022
Roadwork Geometric Design Pakuranga Road Typical Cross Sections (Drawing Number: <u>EB-2-D-2-RD-DG-000411</u>)	Eastern Busway Alliance	A	29.03.2022
Roadwork Geometric Design Pakuranga Highway Typical Cross Sections Sheet 1 of 3 (Drawing Number: <u>EB-2-D-2-RD-DG-000421</u>)	Eastern Busway Alliance	A	29.03.2022
Roadwork Geometric Design Pakuranga Highway Typical Cross Sections Sheet 2 of 3 (Drawing Number: <u>EB-2-D-2-RD-DG-000422</u>)	Eastern Busway Alliance	A	29.03.2022
Roadwork Geometric Design Pakuranga Highway Typical Cross Sections Sheet 3 of 3 (Drawing Number: <u>EB-2-D-2-RD-DG-000422</u>)	Eastern Busway Alliance	A	29.03.2022
Roadwork Geometric Design Aylesbury Street Typical Cross Section (Drawing Number: <u>EB-2-D-2-RD-DG-000431</u>)	Eastern Busway Alliance	A	29.03.2022
Project Wide Standard Structures Noise Walls Structural Details Sheet 1 of 2 (Drawing Number: <u>EB-2-D-0-ST-DG-203110</u>)	Eastern Busway Alliance	A	20.06.2022
Landscape, Ecological and Arboricultural Plans:			
Consenting Package Planting Schedule (Drawing Numbers: <u>EB-2-D-3-UD-PL-000001 and 000002</u>)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: <u>EB-2-D-2-UD-PL-0000101, 0000102, 0000111, 0000112, 0000121, 0000122, 0000123, 0000124, 0000125 and 000132</u>)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: <u>EB-2-D-2-UD-PL-000102</u>)	Eastern Busway Alliance	B	18.04.2023

Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL-000103)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL-000111)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL-000112)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL-000121)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL-000122)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL-000123)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL-000124)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL-000125)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL-000131)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-2-UD-PL-000132)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-3-UD-PL-000101)	Eastern Busway Alliance	B	18.04.2023

Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-3-UD-PL-000102)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-3-UD-PL-000103)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-3-UD-PL-000104)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Number: EB-2-D-3-UD-PL-000105)	Eastern Busway Alliance	B	18.04.2023
Erosion and Sediment Control Drawings			
Civil and Geometrics General Legend (Drawing Number: EB-2-D-2-RD-SK-000010)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plans Sheet 1 of 10 (Drawing Numbers: EB-2-D-2-RD-SK-000010, 000011, 000012, 000013, 000014, 000015, 000016, 000017, 000018, 000019 and 000020)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 2 of 10 (Drawing Number: EB-2-D-2-RD-SK-000012)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 3 of 10 (Drawing Number: EB-2-D-2-RD-SK-000013)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 4 of 10 (Drawing Number: EB-2-D-2-RD-SK-000014)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 5 of 10 (Drawing Number: EB-2-D-2-RD-SK-000015)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 6 of 10 (Drawing Number: EB-2-D-2-RD-SK-000016)	Southern Skies Environmental Limited	A	18.07.2022

Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 7 of 10 (Drawing Number: EB-2-D-2-RD-SK-000017)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 8 of 10 (Drawing Number: EB-2-D-2-RD-SK-000018)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 9 of 10 (Drawing Number: EB-2-D-2-RD-SK-000019)	Southern Skies Environmental Limited	A	18.07.2022
Civil and Geometrics Ti Rakau Drive Erosion Control Plan Sheet 10 of 10 (Drawing Number: EB-2-D-2-RD-SK-000020)	Southern Skies Environmental Limited	A	18.07.2022

Table 3: Draft Management Plans

Management Plans	Author	Revision	Date
Construction Environmental Management Plan (CEMP) (Document Number: EB234-1-PL-RP-Z2-000036)	Eastern Busway Alliance	G	18.07.2022
Construction Traffic Management Plan (CTMP) (Document Number: EB234-1-PL-RP-Z2-000040)	Eastern Busway Alliance	B	06.06.2022
Communication and Consultation Plan— Design and Construction (CCP) (Document Number: EBA-2-U-2-CO-PL-000001)	Eastern Busway Alliance	G	July 2022
Erosion and Sediment Control Plan (ESCP) (Document Number: EB234-1-PL-RP-Z2-000037)	Southern Skies Environmental Limited	G	19.07.2022
Contaminated Land Management Plan (CLMP) (Document Number: EB234-1-PL-RP-Z0-000014)	Eastern Busway Alliance	G	22.07.2022
Tree Protection Management Plan (TPMP) (Document Number: EB234-1-PL-PL-Z0-000002)	Arberlab	B	22.06.2022
Lizard Management Plan (LMP) (Document Number: EB234-1-PL-RP-Z2-000042)	Eastern Busway Alliance	B	19.05.2022
Construction Noise and Vibration Management Plan (CNVMP) (Document Number: EB234-1-PL-RP-Z2-000043)	Eastern Busway Alliance	B	05.07.2022

Table 4: Further Information

Document Title	Author	Revision	Date
Section 92 Response Volume 1	Eastern Busway Alliance	-	03.11.2022
Stormwater Drawing of Outfall MCC_108699 (Mattson Road)	Eastern Busway Alliance		
Updated Drawing Set: Outfalls 06-05 and 89-18	Eastern Busway Alliance		
Landscape Plan for William Roberts Road Extension (Drawing Number: EB-2-D-2-UD-SK-000001)	Eastern Busway Alliance	A	11.02.2022
Updated Noise Result Tables	Eastern Busway Alliance	-	
Updated Noise Maps: Eb2/3R Noise Contour Map Road Traffic Noise Mitigation 4 Scenario (Sheets 1-10 of 19)	Eastern Busway Alliance	-	19.10.2022
Stormwater Outfall Table: Summary of Structural Elements for Eastern Busway 2 Stormwater Outfalls	Eastern Busway Alliance		
Section 92 Response Volume 2	Eastern Busway Alliance	-	03.03.2023
Updated Integrated Transport Assessment and associated Appendices Part 1 (Document Number: EB234-1-PL-RP-Z2-0032-A3)	Eastern Busway Alliance	A3	17.02.2023
Section 92 Response Volume 3	Eastern Busway Alliance	-	03.03.2023
Updated Integrated Transport Assessment and associated with Appendices Part 2 (Document Number: EB234-1-PL-RP-Z2-0032-A3)	Eastern Busway Alliance	A3	17.02.2023
Section 92 Response Volume 4: Noise and Vibration Response – EB2	Eastern Busway Alliance	-	20.02.2023
Section 92 Response Volume 5	Eastern Busway Alliance	-	07.02.2023
Social Impact Assessment Addendum (Document Number: EB234-1-PL-RP-Z2-000029)	Eastern Busway Alliance	A	31.01.2023

Updated Integrated Transport Assessment (Document Number: EB234-1-PL-RP-Z2-0032-A5)	Eastern Busway Alliance	A5	06.04.2023
EB2/EB3R Final Scenario—Phasing Diagrams	Eastern Busway Alliance	-	06.04.2023
EB2/EB3R Final Scenario—Lane Performance Summaries	Eastern Busway Alliance	-	06.04.2023
Updated Drawing Set (EB2_CONSENT_PLANS_20230508)			
Consenting Cover Sheet and Locality Plan (Drawing Number: EB-2-R-2-PL-DG-100001)	Eastern Busway Alliance	G	08.05.2023
Consenting Key Plan (Drawing Number: EB-2-R-2-PL-DG-100002)	Eastern Busway Alliance	G	08.05.2023
Consenting Drawing Index (Drawing Number: EB-2-R-2-PL-DG-100003)	Eastern Busway Alliance	G	08.05.2023
Consenting General Legend (Drawing Number: EB-2-R-2-PL-DG-100004)	Eastern Busway Alliance	G	08.05.2023
General Arrangement Ti Rakau Drive Consent Plans Sheet 1 of 9 (Drawing Number: EB-2-R-2-PL-DG-100101)	Eastern Busway Alliance	C	08.05.2023
General Arrangement Ti Rakau Drive Consent Plan Sheet 2 of 9 (Drawing Number: EB-2-R-2-PL-DG-100102)	Eastern Busway Alliance	G	08.05.2023
General Arrangement Pakuranga Road Consent Plan Sheet 3 of 9 (Drawing Number: EB-2-R-2-PL-DG-100111)	Eastern Busway Alliance	G	08.05.2023
General Arrangement Pakuranga Road Consent Plan Sheet 4 of 9 (Drawing Number: EB-2-R-2-PL-DG-100112)	Eastern Busway Alliance	G	08.05.2023
General Arrangement Pakuranga Highway/ Reeves Road Consent Plan Sheet 5 of 9 (Drawing Number: EB-2-R-2-PL-DG-100121)	Eastern Busway Alliance	G	08.05.2023
General Arrangement Pakuranga Highway/ Reeves Road Consent Plan Sheet 6 of 9 (Drawing Number: EB-2-R-2-PL-DG-100122)	Eastern Busway Alliance	G	08.05.2023
General Arrangement Pakuranga Highway/ Reeves Road Consent Plan Sheet 7 of 9 (Drawing Number: EB-2-R-2-PL-DG-100123)	Eastern Busway Alliance	G	08.05.2023
General Arrangement Pakuranga Highway/ Reeves Road Consent Plan Sheet 8 of 9 (Drawing Number: EB-2-R-2-PL-DG-100124)	Eastern Busway Alliance	G	08.05.2023

General Arrangement Pakuranga Highway/ Reeves Road Consent Plan Sheet 9 of 9 (Drawing Number: EB-2-R-2-PL-DG-100125)	Eastern Busway Alliance	G	08.05.2023
General Arrangement Reeves Road Flyover Consent Plan Sheet 1 of 2 (Drawing Number: EB-2-R-2-PL-DG-100131)	Eastern Busway Alliance	G	08.05.2023
General Arrangement Reeves Road Flyover Consent Plan Sheet 2 of 2 (Drawing Number: EB-2-R-2-PL-DG-100132)	Eastern Busway Alliance	G	08.05.2023

3. ~~2.~~—In accordance with section 184(1)(c) of the Resource Management Act 1991 (the “RMA”), this designation will lapse if not given effect to within 5 (five) years from the date on which it is included in the Auckland Unitary Plan (Operative in Part).
4. ~~3.~~—As soon as practicable, and no later than 12 (twelve) months from the date the Eastern Busway Package EB2 becomes operational, the Requiring Authority must:
- a) Identify any areas of the designation that are no longer necessary for the long-term development, operation, maintenance and mitigation effects of the Eastern Busway Project; and
 - b) Give notice to the Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation identified above.

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

Site Access

5. ~~4.~~—Subject to compliance with the Requiring Authority’s health and safety requirements and provision of reasonable notice, servants or agents of Council are permitted to have access to relevant parts of the construction site(s) at reasonable times for the purpose of carrying out inspections, surveys, investigations and/or to take samples.

PRE-CONSTRUCTION CONDITIONS

Mana Whenua Engagement

6. ~~5.~~—At least 10 working days prior to the commencement of construction, the Requiring Authority must confirm and submit to Council a Mana Whenua Engagement framework to ensure appropriate engagement with mana whenua during the construction of the Eastern Busway Project (Package EB2).
7. ~~6.~~—The framework must include:
- a) The methods for identifying and engaging with mana whenua.
 - b) The process for involvement of mana whenua in reviewing the implementation

of the management and environmental management plans as they relate to:

- i. Recognising and providing for the cultural values and interests of mana whenua;
 - ii. Implementing and applying tikanga;
 - iii. Managing and monitoring sediment quality; and
 - iv. Promoting ecology and biodiversity, including the use of native vegetation.
- c) As a minimum the matters identified in (b) above shall be addressed in the preparation of the following management plans:
- i. Construction Environmental Management Plan;
 - ii. Urban Design and Landscape Plan; and
 - iii. Habitat Restoration Plan.
8. 7.—The Requiring Authority must carry out the construction of the Project (Package EB2) in accordance with the Mana Whenua Engagement framework submitted under Condition 56.

MANAGEMENT PLANS – CERTIFICATION AND REVIEW

Advice Note: Condition 89 below, applies to all Management Plans.

9. 8.—The following general provisions relate to all management plans:
- a) Management Plans must be submitted to the Council for certification or written approval (as determined by the relevant conditions) as follows:
 - i. At least forty (40) working days prior to the start of works, the Consent Holder must provide Council with a schedule detailing the timing of all relevant Management Plans that will be provided to the Council for certification or written approval. The schedule must be updated and provided to Council prior to any new stage.
 - ii. During the preparation of the draft Management Plans listed in Table 3 below the Requiring Authority must provide to Sedar Properties, General Distributors Limited and The Warehouse Group's copies of those listed plans for comment.
 - iii. Where practicable the Requiring Authority must adopt recommendations received from Sedar Properties, General Distributors Limited and The Warehouse Group.
 - iv. The following information must be provided with the Draft Management Plans listed in Table 3 at their lodgement:
 - The submitted records of the consultation undertaken with Sedar Properties, General Distributors Limited and The Warehouse Group;
 - A summary of changes sought by Sedar Properties,

General Distributors Limited and The Warehouse Group.
This summary must also include commentary from the
Requiring Authority in regard to the changes sought by
these parties, whether the Requiring Authority has or has
not adopted these changes and the reason(s) for
adoption/non-adoption of the changes.

- v. ii.———Management Plans must be submitted at least twenty (20) working days prior to the Commencement of Construction (excluding enabling works, site clearance, site investigations, relocation of services and establishment of site entrances and temporary construction fencing) unless otherwise specified in the conditions. The consent holder must ensure that any changes from the draft Management Plans are clearly identified.
- b) Any certified Management Plan may be amended, if necessary, to reflect any minor changes in design, construction materials, methods or management of effects to align with the conditions of designation. Any amendments are to be agreed by the Council in writing prior to implementation of any changes. Re-certification is not required in accordance with Condition 89 if the Council confirms those amendments are minor changes in design, construction material, methods or management of effects within scope and any changes to the draft Management Plans are clearly identified.
- c) Any amendments to a certified Management Plan other than minor amendments or editing changes must be submitted to the Council to certify these amendments are consistent with the relevant designation condition(s) prior to implementation of any changes. Any change to the management approach must be consistent with the purpose of the relevant Management Plan and the requirements of the relevant conditions of the designation. Where a Management Plan was prepared in consultation with interested or affected parties, any changes to that Plan other than minor amendments or editing changes must be prepared in consultation with those same parties.
- d) Management Plans may be submitted in parts or stages to address activities or to reflect the staged implementation of the Project, and when provided in part or for a stage must be submitted at least twenty (20) working days prior to Commencement of Construction of that part of stage unless otherwise specified in the conditions. If submitted in part, Management Plans must clearly show the linkage with the Management Plans for adjacent stages and interrelated activities.
- e) All works must be carried out in accordance with the approved Management Plans. Works must not commence until written approval or certification of all the relevant Management Plans for that stage have been received unless otherwise approved in writing by the Council.

Table 3: Management Plans Subject to Consultation under Condition 98

<u>Sedar Properties</u>	<u>The Warehouse Group</u>	<u>General Distributors Limited</u>
<ul style="list-style-type: none"> • <u>Construction Traffic Management Plan;</u> • <u>Communication and Consultation Plan;</u> • <u>Construction Noise and Vibration Management Plan;</u> • <u>Construction Environmental Management Plan; and</u> • <u>Urban Design and Landscape Plan.</u> 	<ul style="list-style-type: none"> • <u>Construction Traffic Management Plan;</u> • <u>Communication and Consultation Plan;</u> • <u>Construction Noise and Vibration Management Plan; and</u> • <u>Construction Environmental Management Plan.</u> 	<ul style="list-style-type: none"> • <u>Construction Traffic Management Plan;</u> • <u>Communication and Consultation Plan; and</u> • <u>Construction Noise and Vibration Management Plan.</u>

STAKEHOLDER COMMUNICATION AND ENGAGEMENT

10. 9.—The Requiring Authority must submit a final Communication and Consultation Plan (CCP) for certification in accordance with Condition 89. The objective of the CCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and interest groups during construction of the Eastern Busway Project (Package EB2).
11. 40.—The CCP must be prepared in accordance with the Draft CCP. The CCP must set out how the Requiring Authority will for the Eastern Busway Project (Package EB2):
- a) Inform the community and businesses of construction progress and future construction activities;
 - b) Provide information on key project milestones;
 - c) Provide a process for responding to queries and complaints including, but not limited to:
 - i. Who is responsible for responding;
 - ii. How responses will be provided;
 - iii. The timeframes for responses to be provided; and
 - iv. How complaints will be reviewed and monitored to ensure mitigation is effective.
12. 41.—The CCP must include:
- a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, community noticeboard, local paper, newsletters or similar, advertising etc.) and any other relevant communication matters;
 - b) Contact details of the person responsible for communication and consultation for the Eastern Busway Project, including phone, email, project website and

postal address;

- c) Details of where this contact information will be available;
- d) Details of how a point of contact will be maintained throughout construction works for the project;
- e) Methods for identifying, communicating and engaging with people affected by the construction works for the project, including but not limited to:
 - i. All residential owners and occupiers affected by construction works for the Project;
 - ii. All business property owners and occupiers affected by construction works for the Project;
 - iii. Any community, medical and education facilities directly affected by the construction works for the project, including methods to assist these facilities to consult with their customers/stakeholders;
 - iv. Key stakeholders (including the Council's Parks Department); and
 - v. Network utility operators.
- f) Methods for communicating with and notifying directly affected parties in advance of:
 - i. Proposed construction activities outside normal working hours (including night works);
 - ii. Temporary traffic management measures for vehicles and pedestrians during construction;
 - iii. Permanent changes to road networks and layouts; and
 - iv. A record of the consultation undertaken with the community including specific access requirements for businesses and residents.
- g) Details of specific communications proposed for updating stakeholders including affected parties on construction timeframes;
- h) A list of the stakeholders affected to be communicated with;
- i) Linkages and cross references to other management plans where relevant;
- j) Identification of opportunities for those stakeholders identified under Condition 44.12(h) to collaborate on specific issues if required;
- k) A Development Response Addendum including:
 - i. The measures to maximise opportunities for pedestrian and service access to businesses, residents and social services/facilities that will be maintained during construction, within the practical requirements of the CTMP;
 - ii. The measures to mitigate potential severance and loss of business visibility issues by wayfinding and supporting signage for pedestrian detours required during construction;
 - iii. The measures to promote a safe environment during construction;
 - iv. How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through

- other management plans;
 - v. Identification of any other development response measures designed to support those businesses, residents and community services/facilities during construction.
- l) Details of engagement with the community to identify opportunities to minimise construction impacts;
- m) Details of monitoring the implementation of the CCP including, but not limited to:
 - i. Community feedback on the management of construction related impacts and the Requiring Authority's response to that feedback;
 - ii. And feedback and complaints received on matters other than addressed by (m)(i);
 - iii. Any outcomes or actions undertaken in response to feedback and complaints; and
 - iv. Any development response outcomes.
- n) The CCP must be reviewed at least annually and updated with reference to the outcomes of the monitoring listed in (m).

CONSTRUCTION ENVIRONMENTAL MANAGEMENT

13. ~~42.~~—The Requiring Authority must submit a Construction Environmental Management Plan (CEMP) for certification in accordance with Condition ~~89~~. The objective of the CEMP is to set out an overarching framework and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with the construction of the Eastern Busway Project (Package EB2).
14. ~~43.~~—The CEMP must include details of:
- a) An outline of the construction programme of the work, including construction hours, indicating linkages to the other subsidiary plans which address management of adverse effects during construction;
 - b) The document management system for administering the CEMP and compliance, including review and Requiring Authority / constructor / Council requirements;
 - c) Training requirements for employees, sub-contractors and visitors for cultural induction, construction procedures, environmental management and monitoring;
 - d) Roles and responsibilities for the implementation of the CEMP;
 - e) Environmental incident and emergency management procedures (including spills);
 - f) Environmental complaint management procedures;
 - g) Specific details of demolition and site clearance works to be undertaken;

- h) The location of construction compounds and measures adopted to keep them secure;
- i) Methods to provide for the safety of the general public;
- j) Measures to be adopted to keep the construction areas in a tidy condition in terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place inside the designation boundaries;
- k) Site reinstatement measures upon completion of the activities including the removal of any temporary structures used during the construction period; and
- l) A construction methodology that minimises mangrove removal/pruning.

Advice note: *The CEMP may be prepared as a combined document that also addresses the matters required under the associated resource consents for the Eastern Busway Project (e.g. Package EB3R).*

THE WAREHOUSE GROUP

The Warehouse Pakuranga Basement Carparking

15. 44.—The Requiring Authority shall not impose any restrictions on light vehicle movements entering or exiting The Warehouse Pakuranga basement carpark during construction of EB2 from the future Cortina Place extension.

Advice Note: *The vehicle movements provided for by this condition includes both left and right hand turns into and out of The Warehouse Pakuranga basement carpark.*

16. 45.—The Requiring Authority must ensure that Eastern Busway staff and contractors do not park their vehicles within The Warehouse Pakuranga's basement carpark.
17. 46.—The Requiring Authority must ensure that on completion of construction of EB2, the road geometry and street furniture associated with the Cortina Place extension, Aylesbury Street and Reeves Road do not obstruct light vehicle access from the Cortina Place extension into The Warehouse Pakuranga basement carpark as it existed at the time of the EB2 designation's confirmation.
18. 47.—During the construction of EB2 the Requiring Authority must not restrict use of those carparks within the basement carpark that immediately adjoin Reeves Road unless it is necessary for safety reasons. ~~Any restrictions must not be in place for no more than 3 days at any one time except for the purposes of installing construction safety equipment to protect these car park spaces.~~

Except for the purposes of installing construction safety equipment to protect these car park spaces any restrictions shall not be imposed:

- a) between 8am and 8pm unless it is not practicable to carry out the works that require the restrictions at night time;
- b) on Saturday afternoon from 2pm to avoid potential impacts on the operation of the

Pakuranga Night Market;

c) for more than 4 days during one calendar month; or-

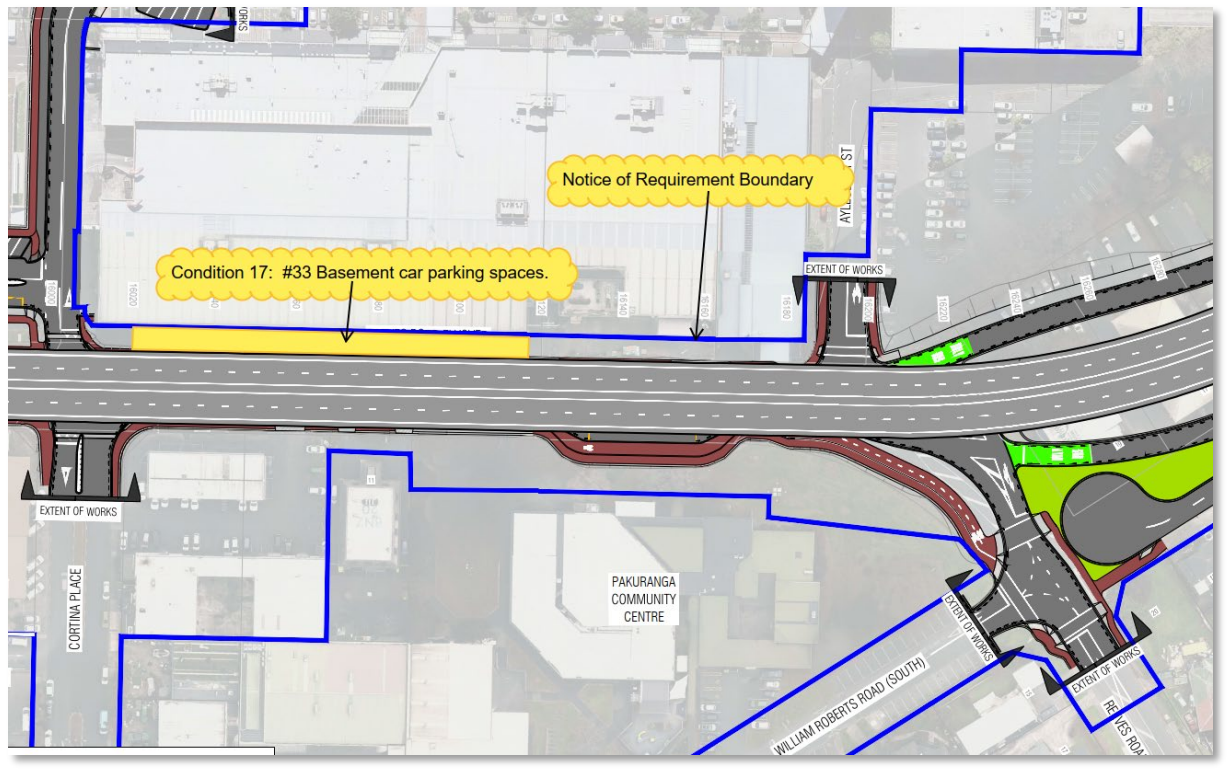
d) on more than 5 car parking spaces at any one time.

Fourteen (14) days prior notice of any restrictions (including details of restrictions and timeframes in sufficient detail to understand the impact on tenant trading and the Saturday Night Markets) is to be provided to Sedar Properties Limited and The Warehouse Group, unless the restriction is required for urgent health and safety reasons.

Where any restrictions apply under this condition, the Requiring Authority must make the equivalent number of car parks available at 26 Ti Rakau Drive for The Warehouse Pakuranga customers for the duration of the restriction.

Advice Note: *This condition relates to the carparking spaces identified in Figure One below which are located within the basement immediately adjoining Reeves Road but partially open-air to the road reserve above, and potential effects of construction activities occurring above those parking spaces. Safety equipment to protect the parking spaces may include e.g. installing temporary netting across the open-air portion.*

Figure One: The Warehouse Basement carparking spaces covered by condition 17



Freight access to The Warehouse Pakuranga

19. 48.—The Requiring Authority shall ensure that The Warehouse Pakuranga loading dock on Reeves Road shall be operational at all times between the business hours of 7am to 6pm. This includes:

- a) Enabling a large truck and trailer to enter the dock without any delay related to construction activities associated with the Eastern Busway Project (Package EB2) between the hours of 7am to 8am and leave within 60 minutes of arriving, as shown on the Drawing titled “Reeves Road Closure - Access to Warehouse via Reeves Road – Vehicle Tracking Plan – B Train”, plotted 30 May 2023;
- b) Ensuring that any changes to the surrounding road network can accommodate a large truck and trailer to safely enter the dock. These changes must be completed before any works on the Reeves Road Flyover commences or any changes are made to The Warehouse Pakuranga Reeves Road loading dock/basement access;
- c) Enabling other loading vehicles (smaller trucks and vans) to enter and exit the dock at all times via a controlled entrance through the construction site as shown on the Drawing titled “Reeves Road Closure - Access to Warehouse via Reeves Road – Vehicle Tracking Plan – B Train”, plotted 30 May 2023;
- d) At all times, providing for access to and egress from the Reeves Road loading dock without delays exceeding 5 minutes, except as provided by Condition ~~48~~19(a) where there is to be no delay; and
- e) Providing for the existing arrangements for waste and recycling materials collection.

Advice Note: *This condition does not apply to the use of temporary loading facilities, including the use of on-street loading spaces.*

20. ~~19.~~—The Requiring Authority must comply with Condition ~~48~~19(a) Monday to Friday, and on Saturdays during the peak trading periods for The Warehouse Pakuranga.

Advice Note: *Peak trading periods refers to 1 November to 7 February.*

~~19A. During piling works within the existing Reeves Road legal road reserve, if truck and trailer units experience at least 7 minute delay on arrival each day for 5 consecutive days, contrary to requirements in condition 18a), then the Requiring Authority will provide access to an alternative temporary loading dock for The Warehouse Pakuranga.~~

21. Should the Requiring Authority not comply with condition 19(a) Construction work in the vicinity of The Warehouse Pakuranga shall cease and unlimited access to the Reeves Road loading dock for the large truck and trailer shall be provided until the matter causing non-compliance with condition 19(a) has been remedied. The Requiring Authority must notify the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz) of any delivery delays identified under condition 19(a) within 24 hours of notification.

22. Should the Requiring Authority not comply with condition 19(c) or (d) construction work in the vicinity of The Warehouse Pakuranga shall cease and unlimited access to the Reeves Road loading dock for other loading vehicles (smaller trucks and vans) shall be provided until the matter causing non-compliance with condition 19(c) and (d) has been remedied. The Requiring Authority must notify the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz) of any delivery delays

identified under condition 19(c) or (d) within 24 hours of notification.

23. ~~20.~~—The Requiring Authority must ensure that on completion of the construction of EB2, the road geometry and street furniture associated with the Cortina Place extension, Aylesbury Street and Reeves Road do not obstruct heavy vehicle access to The Warehouse Pakuranga loading dock as it existed at the time of the EB2 designation's confirmation.
24. ~~21.~~—The Requiring Authority shall manage and monitor any construction dust in the vicinity of The Warehouse Group's loading dock in accordance with the requirements of the SSCMP and take all reasonable steps to avoid, remedy or mitigate the effects of dust ingress to the stockroom adjoining the loading dock and the adjacent store's retail area arising from the construction of the Reeves Road Flyover.
25. The management and monitoring of construction dust required by Condition 24 must be undertaken in accordance with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016).
26. If discharges of dust cause adverse effects at The Warehouse Group's loading dock in the opinion of an enforcement officer when assessed in accordance with the Good Practice Guide, construction work in the vicinity of The Warehouse shall cease until the operation causing those adverse effects has been adjusted so that the effects are avoided.

Fire safety

27. ~~22.~~—The following requirements relating to fire safety for The Warehouse Pakuranga shall be complied with while vehicle and customer access is restricted on Reeves Road during the construction of EB2:
 - a) All existing fire exits shall be maintained from the retail building and the basement carpark;
 - b) A permanent egress route shall be maintained along the south side of the building to enable occupants to move to the east or west away from the building in the event that evacuation of the building is required. The width of the access shall be 3.3m measured from the base of the exterior stairs;
 - c) 24-hour Fire and Emergency New Zealand (FENZ) access shall be provided to the sprinkler valve room for sprinkler systems 3 and 4 and the fire brigade inlet for the carpark sprinkler system which is currently located adjacent to the Reeves Road loading dock.
 - d) FENZ access to the Reeves Road southwest double egress door and the southeast double set of egress doors on the south side of the building, including truck access, shall be provided when required due to an alarm activation.
 - e) Access to street hydrants along Reeves Road shall be maintained at all times.

- f) FENZ shall be notified of any changes to access with at least 24-hours' notice, and regular walk-throughs shall be arranged for FENZ to ensure they are fully informed about the 24-hour access arrangements during construction.

Signage

28. ~~22A.~~—The Requiring Authority shall reimburse The Warehouse Group and Sedar Properties for all reasonable costs incurred in upgrading or replacing the existing branding signage (for The Warehouse Pakuranga, Pakuranga Plaza and other commercial premises at Pakuranga Plaza) ~~for~~ located on the façades of The Warehouse Pakuranga store following completion of EB2 construction, provided that the upgraded or replacement signage is of the same size and on the same façade and number as the existing signage being upgraded/replaced. For the avoidance of doubt, the upgraded or replacement signage may be relocated between the façades of The Warehouse Pakuranga if necessary for visibility.

COUNTDOWN PAKURANGA (GENERAL DISTRIBUTORS LIMITED)

29. ~~23.~~—During the construction of the Project (Package EB2), the Requiring Authority shall ensure safe and efficient vehicle access into and out of the Countdown Pakuranga loading dock at all times. Should temporary works be required that restrict access to the loading dock the restriction should be immediately removed should a delivery vehicle arrive to the loading dock.

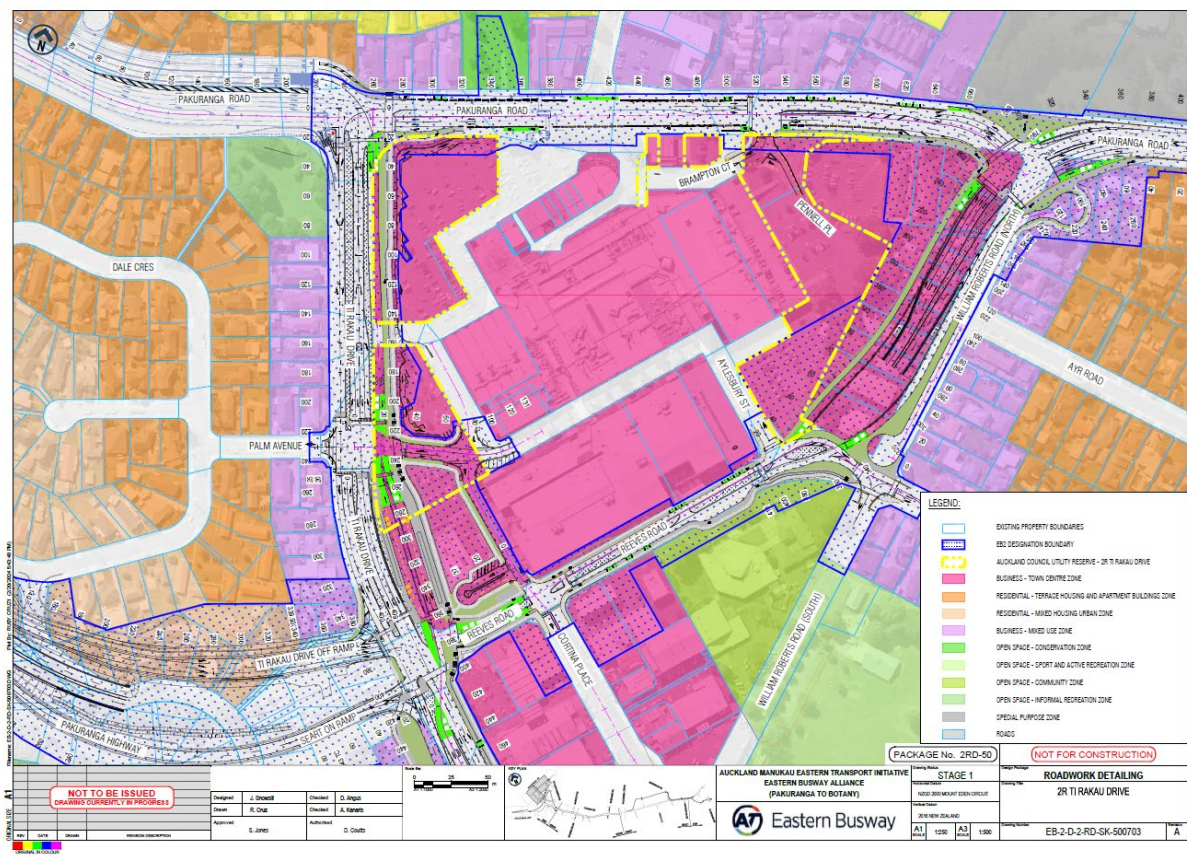
~~**Advice Note:** Condition 23 relates to ensuring safe and efficient vehicle access on land contained within the EB2 designation boundaries. It does not include any vehicle access requirements (e.g., manoeuvring space) associated with the land held by Auckland Council or land held by GYPP Limited (or associated companies).~~

30. ~~24.~~—The Requiring Authority must ensure that on completion of the construction of EB2, the road geometry and street furniture associated with the Cortina Place extension, Aylesbury Street and Reeves Road, as shown on the Drawing titled "Palm Avenue / Aylesbury Street Intersection EB-2-D-2-RD-SK-000260", do not obstruct vehicle access to the Countdown Pakuranga loading dock, as it existed at the time of the EB2 designation's confirmation.

GYP PROPERTIES LIMITED SEDAR PROPERTIES (PAKURANGA PLAZA LIMITED)

31. ~~25.~~—During the construction of EB2 the Requiring Authority must:
- a) Ensure safe and efficient vehicular and pedestrian access into and out of the Pakuranga Plaza site during construction daytime work hours (5am to 10pm);
 - b) Implement ~~reasonably practicable~~ measures for wayfinding (signage) into and out of the Pakuranga Plaza during construction of EB2; and
 - c) Ensure that Eastern Busway staff, contractors and visitors to the Eastern Busway ~~office~~ Project do not park their vehicles within the Auckland Council land (as shown in Figure Two below), other than within the designation footprint when unless necessary for construction purposes only.

Figure Two: Auckland Council land (shown by yellow dashed line)



SITE SPECIFIC CONSTRUCTION MANAGEMENT PLAN – PAKURANGA PLAZA

- 32. 26.—The Requiring Authority must submit a Site-Specific Construction Management Plan (SSCMP) for certification in accordance with Condition 89. The objective of the SSCMP is to avoid, remedy or mitigate the potential adverse effects of construction activities, including those associated with vibration, dust, pedestrian access, vehicle access, manoeuvring and on-site parking provision, at Pakuranga Plaza.
- 33. 27.—The SSCMP must include practicable measures, including staging of work, that the Requiring Authority is required to adopt to:
 - a) Ensure safe and efficient vehicular and pedestrian access into and out of the Pakuranga Plaza site, including access to and from The Warehouse Pakuranga basement parking, as well as ongoing delivery vehicle access to both Countdown Pakuranga and The Warehouse Pakuranga;
 - b) Ensure that owners and tenants at Pakuranga Plaza, including General Distributors Limited and The Warehouse Group Limited, are provided with a minimum of 10 (ten) days’ notice of significant changes to traffic management;
 - c) Identify the methods for wayfinding (signage) into and out of the Pakuranga Plaza during construction, including for specific tenancies where requested,

and signage on main approaches to the town centre to advertise that the “Plaza remains open” during construction of the road works;

- d) Manage and monitor construction dust created in the vicinity of Pakuranga Plaza affecting tenants or users of the Pakuranga Plaza, including The Warehouse Pakuranga;
- e) Manage and monitor construction to avoid the adverse environmental effects of the discharge of sediment laden material onto the Pakuranga Plaza as identified in the Requiring Authority’s Erosion and Sediment Control Plan(s);
- f) Ensure that suitable access to and egress from Pakuranga Plaza is provided at all times during construction daytime work hours (5am to 10pm).

Advice Note: *Significant changes to traffic management as identified in Condition 27 33 refers to changes that require the Construction Traffic Management Plan(s) (CTMP(s)) to be re-certified under Condition 89.*

- 34. ~~28.~~—During the preparation of the SSCMP, the Requiring Authority:
 - a) Must undertake consultation with ~~GYP Properties Sedar Properties Limited~~, General Distributors Limited (~~Countdown Pakuranga~~) and The Warehouse Group Limited on the content and controls detailed in the SSCMP; and
 - b) Where practicable must adopt recommendations received from ~~GYP Properties Sedar Properties Limited~~ General Distributors Limited (~~Countdown Pakuranga~~) and The Warehouse Group Limited.
- 35. ~~29.~~—The Requiring Authority must lodge the SSCMP for certification with Auckland Council at least 10 (ten) working days prior to construction commencing for EB2. The following information must be provided with the SSCMP at its lodgement:
 - a) The submitted SSCMP records of the consultation undertaken with ~~GYP Properties Sedar Properties Limited~~, General Distributors Limited (~~Countdown Pakuranga~~) and The Warehouse Group Limited; and
 - b) A summary of changes to the SSCMP sought by ~~GYP Properties Sedar Properties Limited~~, General Distributors Limited (~~Countdown Pakuranga~~) and The Warehouse Group Limited. This summary must also include commentary from the Requiring Authority in regard to the changes sought by these parties, whether the Requiring Authority has or has not adopted these changes and the reason(s) for adoption/non-adoption of the changes.
- 36. ~~30.~~—The SSCMP shall include, but not be limited to, the following:
 - a) How the Requiring Authority will manage the staging of all work within 500m of Pakuranga Plaza;
 - b) The means by which construction debris and waste will be managed within the EB2 construction footprint so it does not enter Pakuranga Plaza;
 - c) The means by which construction related dust in the vicinity of Pakuranga

Plaza will be controlled to mitigate any adverse effects on owners, tenants (including Countdown Pakuranga and The Warehouse Pakuranga) or users of the Pakuranga Plaza;

- d) The means by which any overland flow of stormwater in excess of that currently entering Pakuranga Plaza will be managed by the CEMP during construction to prevent increased overland flows or flooding in particular before known storm events;
- e) The means by which construction related noise and vibration in the vicinity of Pakuranga Plaza will be controlled to mitigate any adverse effects on owners, tenants (including The Warehouse Pakuranga) or users of Pakuranga Plaza;
- f) The means by which appropriate safe and efficient vehicle access to the existing loading zones of Countdown Pakuranga, ~~and The Warehouse Pakuranga~~ and other existing loading docks within Pakuranga Plaza, will be maintained to provide for their business activities;
- g) The means by which Project related visitor parking will be managed and controlled, such as by wayfinding, signage and/or information provided on the Project's website;
- h) Provision for additional measures, such as construction staging, enabling the use 26 Ti Rakau Drive as Pakuranga Plaza customer parking and/or the management of EB2 construction staff parking demand, to minimise disruption to Pakuranga Plaza during the annual holiday trading period between 01 November to 7 February;
- i) Provision for maximising the use of parking areas that are located within the designation's boundaries as customer parking for Pakuranga Plaza, where those areas are not occupied for construction purposes or the operation of the Project;
- j) Details of the sequencing of work on Pakuranga Road, Reeves Road, Palm Avenue and South-Eastern Highway intersections near Pakuranga Plaza that ensure that safe and efficient access to Pakuranga Plaza is maintained at all times in order to enable the business activities;
- k) How construction of temporary or new access points will ensure the maintenance of access to Pakuranga Plaza when existing access points are temporarily closed or restricted due to construction activities;
- l) The Construction Traffic Management Plan(s) that ensure the continuation of safe and efficient access when EB2-related work is being carried out within 500m of Pakuranga Plaza;
- m) The traffic management measures to provide for right turn access to and from Pakuranga Road via Brampton Court at all times, except during the construction of the signalised intersection at Brampton Court / Pakuranga Road that is required by Condition 99 of this designation.
- n) Details of the location and method of wind wrapping and covering to be applied to the street facing and carpark facing fencing, including what imagery

or other information will be included.

- o) Provision of signage on road facing hoardings, fencing and fence wrapping/coverings which advertise that the Pakuranga Plaza remains open during EB2's construction and provide wayfinding to businesses at Pakuranga Plaza.
 - p) Inclusion of traffic calming measures, to discourage the use of Pakuranga Plaza, parking areas and internal accessways, and Aylesbury Street by through traffic.
 - q) Wayfinding in the wider area for the purpose of reducing congestion in the vicinity of Pakuranga Plaza.
 - r) ~~m.~~—Appointment of a liaison person and the procedure for regular meetings, to be held at least monthly or at an alternative frequency as agreed between the Requiring Authority, ~~GYP Properties~~Sedar Properties Limited, General Distributors Limited (~~Countdown Pakuranga~~) and The Warehouse Group during the construction period for EB2; and
 - s) ~~n.~~—A procedure for monitoring, reporting and review of the performance of the SSCMP, including monitoring of parking availability during the annual holiday trading period between 01 November to 7 February. The results of the monitoring and reporting must be shared with ~~GYP Properties~~Sedar Properties Limited, General Distributors Limited (~~Countdown Pakuranga~~) and The Warehouse Group twice annually. These results must also be provided to the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz)
37. ~~31.~~—A review of the SSCMP must be undertaken twice annually or due to the following:
- a) As a result of a material change to the project;
 - b) To address unforeseen or materially greater adverse effects arising from construction of the Eastern Busway Project (Package EB2)
38. ~~31A.~~—A review of the SSCMP must take into consideration:
- a) Any material changes to the SSCMP;
 - b) Any changes to construction methods; and
 - c) Results of monitoring and reporting procedures associated with the management of car parking at during the Eastern Busway Project (Package EB2) construction period (including monitoring of parking availability during the annual holiday trading period between 01 November to 7 February), and mitigation measures to address unforeseen or materially greater adverse parking effects during construction of the Eastern Busway Project (Package EB2).
39. ~~32.~~—The SSCMP shall take precedence where there is conflict between the

SSCMP and any other management plans required for the Project. This includes the Project's CTMP(s), ESCP and CNVMP.

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

CAR PARKING AND ACCESS AT PAKURANGA TOWN CENTRE

40. ~~33.~~—The Requiring Authority must ensure that, prior to closing Reeves Road to private vehicles for the purposes of constructing the Reeves Road Flyover or introducing any restrictions on the operation of The Warehouse Pakuranga loading dock or basement carpark access other than managed by Conditions ~~14 to 17~~15 to 18, that traffic-light controlled movements in all directions at the intersection of Palm Ave and Ti Rakau Drive (including the access into the Pakuranga Plaza car park) are completed and operational.
41. ~~33A.~~—During the construction of the Palm Avenue, Ti Rakau Drive and Pakuranga Plaza intersection, the Requiring Authority must maintain safe and efficient access to and from the Pakuranga Plaza via the current Aylesbury Street accesses (Access 6 and 7) and in accordance with the SSCMP and CTMPs.
42. ~~33B.~~—The Requiring Authority must ensure that, during the closure of Reeves Road to private vehicles for the purposes of constructing the Reeves Road Flyover or for the duration of any restrictions on the operation of The Warehouse Pakuranga loading dock or basement carpark access other than managed by Conditions ~~14 to 17~~15 to 18, that the following access is maintained:
 - a) Access to The Warehouse Pakuranga basement carpark from the right of way off Aylesbury Street;
 - b) Left and right turns from Mattson Road to Ti Rakau Drive and left turns from Ti Rakau Drive to Mattson Road; and
 - c) Left in and left out access from the William Roberts Road extension to Ti Rakau Drive.
43. During the closure of Reeves Road to private vehicles, the Requiring Authority will, to the greatest extent possible taking into account operational and safety matters, provide access (with temporary traffic management in place) across Reeves Road between Cortina Place and the Cortina Place extension between May 2025 and October 2025, with the through movement across Reeves Road between Cortina Place and the Cortina Place extension to be opened in November 2025.
44. The Requiring Authority is to appoint a liaison person and hold regular meetings at least monthly (or at an alternative frequency as agreed) between the Requiring Authority, Sedar Properties, General Distributors Limited and The Warehouse Group during the construction period for EB2 to:
 - a) Provide a means of receiving regular updates on the progress of the Eastern Busway Stage 2;

- b) plan and seek feedback on traffic management, wayfinding arrangements and construction sequencing;
 - c) Enable concerns and issues to be reported and responded to by the Requiring Authority and where practicable, the recommendations from GDL, Sedar Properties or The Warehouse Group must be adopted; and
 - d) Provide updates on changes to the Eastern Busway Stage 2, including changes to management plans.
45. The Requiring Authority must provide reasonable administrative support for the meetings required by Conditions 36(r) and 44, including:
- a) Provide a means of receiving regular updates on the progress of the Eastern Busway Stage 2;
 - b) Organising meetings at the Eastern Busway Project Office or online;
 - c) Organising invitations to meeting attendees;
 - d) Distributing an agenda and materials to be reviewed to each meeting invitee no less than five (5) working days prior to meetings; and
 - e) The taking and dissemination of meeting minutes, including providing a copy of meeting minutes to the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz).
46. ~~33C.~~—During construction of the Project (Package EB2) the Requiring Authority must install temporary signage on the ~~northbound~~-approaches to the Pakuranga Town Centre in both directions from Ti Rakau Drive, Pakuranga Road, William Roberts Road, Reeves Road, the South-Eastern Highway (Route 10) and Gossamer Drive showing the best route to access the Pakuranga Town Centre at the time. The temporary signage must be updated if the best route changes.
47. During construction of the Project (Package EB2), the Requiring Authority must install temporary signage on approaches to the Pakuranga Town Centre to assist with wayfinding in the wider area, with the purpose of reducing congestion in the vicinity of Pakuranga Plaza.
48. ~~33D.~~—Prior to the completion of the Project (Package EB2) the Requiring Authority must install permanent signage at the approach from:
- a) the South-Eastern Highway (Route 10), showing the new direction to the Pakuranga Town Centre via the Palm Avenue intersection;
 - b) Pakuranga Road (westbound) showing the new direction to the Pakuranga Town Centre via Ti Rakau Drive; and

c) Pakuranga Road (eastbound) showing the new direction to the Pakuranga Town Centre via Ti Rakau Drive.

49. 34.—During construction of the Project (Package EB2) the Requiring Authority must provide continued access and allow for the use of the Auckland Council land (Figure Two) at Pakuranga Town Centre that are located within the designation boundaries (Figure 3). This access must be provided at all times that the designated land is not required by the Requiring Authority for construction activities or permanent occupation by the Project.

Advice Note: *This condition covers the Auckland Council Land adjacent to Pakuranga Town Centre, which are used as parking for Pakuranga Plaza. Construction activities may include the use of this land for material storage, laydown areas, construction vehicle parking and traffic management.*

50. 35.—The Requiring Authority must maintain a minimum number of 40 car parking spaces for use by the public in the car park to the northeast of the Pakuranga Library accessed from Pennell Place, at all times, during construction of EB2 as identified in Figure One-Three below. For clarity, this condition relates only to the construction phase of EB2.

Figure One-Three – Pennell Place Parking



CONSTRUCTION TRAFFIC MANAGEMENT PLAN

51. 36.—The Requiring Authority must submit a Construction Traffic Management Plan (CTMP) for certification in accordance with Condition 89. The objective of the CTMP is to identify the means to be used to avoid, remedy or mitigate the adverse effects of construction of the Eastern Busway Project (Package EB2) on transport, parking and property access.

CONSTRUCTION NOISE AND VIBRATION MANAGEMENT

Construction Noise – General Standards

52. 37.—Construction noise must be measured and assessed in accordance with New Zealand Standard NZS 6803:1999 'Acoustics - Construction Noise' (NZS6803:1999). With the exception of The Warehouse Pakuranga site, construction noise must comply with the noise standards set out in Tables 5 and 6 as far as practicable.

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

Time of week	Time Period	Maximum noise level (dBA) > 20 weeks	
		L _{eq}	L _{max}
Weekdays	0630 – 0730	55	75
	0730 – 1800	70	85
	1800 – 2000	65	80
	2000 - 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	70	85
	1800 – 2000	45	75
	2000 - 0630	45	75
Sundays and public holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 - 0630	45	75

Table 6: Construction Noise Criteria - Commercial and Industrial Receivers

Time period	Maximum noise level L _{Aeq} dB > 20
07:30 – 18:00	70
18:00 – 07:30	75

53. ~~38.~~—Where compliance with the noise standards set out in Condition ~~37~~52 above is not practicable, then the methodology in Condition ~~54~~66 (Schedule) must apply.

Construction Noise – The Warehouse Pakuranga Specific Standards

54. ~~39.~~—The internal noise from construction activity (other than piling) shall not exceed the following noise limits when measured and assessed at any point within the Warehouse retail area at least 6m from the interior wall of The Warehouse Pakuranga indoor retail area closest to the Reeves Road Flyover:
- a) 65dB LAeq between 6.30am and 8.00am;
 - b) 60dB LAeq between 8.00am and 9.00pm except that a noise level of 65dB LAeq shall be allowed for up to 30 minutes each day;
 - c) 65dB LAeq between 9.00pm and 12.30am the following
 - d) No noise limit between 12.30am and 6.30am.
55. ~~40.~~—Construction noise levels measured within The Warehouse Pakuranga during piling activities within Reeves Road shall not exceed the equivalent of the following internal noise levels within the retail area at least 6m from the interior wall closest to the Reeves Road Flyover:
- a) 65dB LAeq between 6.30am and 8.00am;
 - b) 63dB LAeq between 8.00am and 9.00pm for the duration of the piling activities
 - c) 65dB LAeq between 9.00pm and 12.30am the following day; and
 - d) No noise limit between 12.30am and 6.30am.
56. ~~41.~~—The Warehouse Pakuranga noise limits in Conditions ~~39~~54 and ~~40~~55 shall not be subject to change via the CNVMP or a Schedule unless the Requiring Authority provides written approval from The Warehouse ~~Limited Group~~ to Auckland Council.
57. ~~42.~~—If the noise levels specified in Conditions ~~39~~54 and ~~40~~55 cannot be achieved and remedied in accordance with Condition ~~55~~70, all construction activities in the vicinity of The Warehouse Pakuranga must cease and measures must be implemented to meet the required noise levels. This work shall be fully funded by the Requiring Authority and completed before construction work recommences.

Advice Note: *Measures to achieve compliance with the noise levels may include (but are not limited to) a 3.6 metre high noise wall with surface mass of 10 kg/m² or greater or equivalent acoustic response (such as shipping containers) erected on and/or within the boundary of the designation to meet the required noise levels.*

Construction Vibration - General Standards

58. 43.—Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 “Structural Vibration Part 3: Effects of vibration on structures”, and shall comply with the vibration standards set out in Table 7 as far as practicable:

Table 7: Construction Vibration Criteria

Vibration Level	Time	Category A	Category B
Occupied activities sensitive to noise	Night-time 2000h – 0700h	0.3mm/s ppv	2mm/s ppv
	Daytime 0700h – 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	All other times	2mm/s ppv	5mm/s ppv
All other buildings	Daytime 0630h – 2000h	Tables 1 and 3 of DIN4150-3:1999	

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

59. 44.—The Category A criteria may be exceeded, if the works generating vibration take place for three days or less between the hours of 7am to 6pm, provided that the Category B criteria are complied with, and:
- a) All occupied buildings within 50m of the extent of the works generating vibration are advised in writing no less than three days prior to the vibration-generating works commencing; and
 - b) The written advice must include details of the location of the works, the duration of the works, a phone number for complaints and the name of the site manager.
60. 45.—Except for The Warehouse Pakuranga, where compliance with the vibration standards set out in Table 7 above is not practicable then the methodology in Condition ~~5466~~ (Schedule) must apply.

Construction Vibration – The Warehouse Pakuranga Specific Standards

61. 46.—The Requiring Authority must ensure that vibration levels at The Warehouse Pakuranga do not exceed the levels listed in Conditions 4358 and 4459.
62. 47.—Vibratory or impact/hammer piling must not be utilised for the foundations for the Reeves Road Flyover. This prohibition does not apply to the use of vibration for sinking or extracting casings.
63. 48.—Piling works shall not be undertaken within the existing Reeves Road legal road reserve between 1 November and 7 February the following year unless otherwise allowed for in the Schedule for The Warehouse Group.

Advice Note: *By way of clarification, it is anticipated that if piling works outside of the Reeves Road legal road reserve starts on ~~7 February~~ 25 March 2024, then all piling*

works should be completed by November 2024. However, the allowance for other time periods in the Warehouse Schedule is desired in case the piling works programme is delayed for such matters as mechanical failure, prolonged adverse weather and pandemics.

Construction Noise and Vibration Management Plan (CNVMP)

64. 49.—The Requiring Authority must submit a Construction Noise and Vibration Management Plan (CNVMP) for certification in accordance with Condition 89. The objectives of the CNVMP are to:
- a) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - b) Define the procedures to be followed where the noise and vibration standards (Conditions 3752 and 4358) are not met (following the implementation of the BPO);
 - c) Set out the methods for scheduling works to minimise disruption; and
 - d) Ensure engagement with affected receivers and timely management of complaints.
65. 50.—The CNVMP must be prepared in accordance with Annex E2 of (NZS6803:1999) and shall as a minimum, address the following:
- a) Description of the works, machinery and equipment to be used;
 - b) Hours of works, including a specific section on works at night (2230h - 0700h), incorporating clear definitions of the works undertaken at night (if any);
 - c) The construction noise and vibration standards;
 - d) Identification of receivers where noise and vibration standards apply;
 - e) Management and mitigation options, and identification of the Best Practicable Option;
 - f) Methods and frequency for regular construction noise and vibration monitoring and reporting of all monitoring results and outcomes;
 - g) Procedures for communication as set out in the CCP with nearby residents and stakeholders, including:
 - i. Notification of proposed construction activities;
 - ii. The period of construction activities; and
 - iii. Effective management of noise and vibration complaints.
 - h) Contact details for the Communication and Consultation Manager;
 - i) Procedures for the regular training of the operators of construction equipment

to minimise noise and vibration as well as expected construction site behaviours for all workers;

- j) Identification of areas where compliance with the noise (Condition 3752) and/or vibration standards (Condition 4358 - Category A or Category B) will not be practicable.
 - k) Procedures for:
 - i. Communicating with affected receivers in accordance with the CCP, where measured or predicted noise or vibration from construction activities exceeds the noise criteria of Condition 3752 or the vibration criteria of Condition 4358; and
 - ii. Assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category B vibration criteria of Condition 4358, including the requirement to undertake building consent surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and
 - iii. Review and update of the CNVMP.
66. ~~51.~~—A Schedule to the CNVMP (Schedule) must be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:
- a) Construction noise is either predicted or measured to exceed the noise standards in Condition 3752, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - i. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or
 - ii. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - b) Construction vibration is either predicted or measured to exceed the Category B standard set out in Condition 4358 at the receivers.
67. ~~52.~~—The objective of the Schedule is to set out the BPO for the minimisation of noise and/or vibration effects of the construction activity that are specific to the receiving environment and the activities that the Schedule would authorise, beyond those general measures set out in the CNVMP. The Schedule must include but not be limited to details such as:
- a) Construction activity and location plan, start and finish dates;
 - b) The owners and occupiers of the receivers that would be captured by (c) below;
 - c) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 3752 and/or 4358;
 - d) The proposed site-specific noise and / or vibration mitigation measures that are

proposed to be adopted;

- e) The mitigation options that have been selected and the options that have been discounted as being impracticable;
- f) The consultation undertaken with owners and/or occupiers of properties identified in the Schedule, outcomes of the consultation, and how consultation outcomes have and have not been taken into account; and
- g) Location, times, and types of monitoring and procedures for ensuring that all monitoring results and outcomes are reported on and are made available to the Council and to receivers subject to the Schedules on their reasonable request.

68. ~~53.~~—The Schedule must be submitted to the Council for certification at least 5 (five) working days, except in unforeseen circumstances, in advance of construction works that are covered by the Schedule and shall form part of the CNVMP.

The Warehouse Pakuranga – Site Specific Construction Noise and Vibration Monitoring

69. ~~54.~~—The Requiring Authority must undertake continuous monitoring during EB2's construction of the noise and vibration levels that The Warehouse Pakuranga is exposed to. Noise monitoring could be undertaken either within The Warehouse Pakuranga itself, for direct comparison against the requirements of Condition ~~3954~~, or externally within proximity of The Warehouse Pakuranga, by a suitably qualified and experienced person. The monitoring shall be made available in real time to the Warehouse Store Manager and a representative from the Warehouse Property Team, in accordance with condition ~~5671~~. Should external measurements be employed, then the Requiring Authority must document the façade reduction that has been employed and provide this information in its construction noise reporting. This monitoring shall be in accordance with the measurement procedures set out in the Schedule for the Warehouse Pakuranga (condition ~~5671~~).

Advice Note: *Given the size of The Warehouse Pakuranga several monitoring locations may be required for compliance with Condition ~~5470~~.*

70. ~~55.~~—If monitoring reports an exceedance of The Warehouse Pakuranga site-specific noise and/or vibration levels detailed in Condition ~~3954~~, ~~4055~~ and ~~4661~~ that was caused by construction activities, then that noise and/or vibration generating construction activity shall stop when it is safe to do so. The reason for the exceedance shall be investigated and construction methodologies reviewed and adjusted to ensure compliance before the related construction activity is recommenced. In accordance with Condition ~~6550~~(f) reporting of the incident must include the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz Council and store manager for The Warehouse Pakuranga.

71. ~~56.~~—Prior to the commencement of the Reeves Road Flyover's construction, the Requiring Authority shall provide a Schedule to address potential noise and vibration effects on The Warehouse Pakuranga (10 Aylesbury Street). The Schedule shall be

prepared in accordance with Condition ~~5267~~ and be subject to the certification process described in Condition ~~5368~~. In addition, the Schedule shall:

- a) Identify the locations that construction noise and vibration shall be measured for the Warehouse Pakuranga and any corrections required to those measurements (should the measurement locations not provide results for direct comparison with the noise and vibration limits of conditions ~~3954~~, ~~4055~~ and ~~4661~~).
- b) Identify how the measurement results will be provided to the Warehouse Store Manager and the representative of the Warehouse Property Team.

Building condition surveys [in the event environmental specialists identify building condition surveys are necessary]

72. ~~57.~~—Prior to construction, a building condition survey must be undertaken of any building or structure that has been identified and assessed as potentially affected by vibration damage arising from construction vibration, and in every case where vibration exceeds the Category B criteria in Condition ~~4358~~. The identification and assessment requirement must be determined by an independent and suitability qualified person appointed by the Requiring Authority, and based on the criteria below, unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey must be undertaken include:

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

73. ~~58.~~—Where a building condition survey is required:

- a) The Requiring Authority must employ an appropriately qualified person to undertake the building condition surveys and that person is required to be identified in the CEMP;
- b) The Requiring Authority must contact owners of those buildings and structures where a building condition survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;

- c) Should written agreement from owners and occupiers to enter property and undertake a condition assessment not be obtained within 3 (three) months from first contact, then the Requiring Authority is not required to undertake these assessments;
- d) Prior to the building condition survey, the Requiring Authority must determine whether the building is classified as a vibration sensitive structure;
- e) The Requiring Authority must provide the building condition survey report to the relevant property owner within 15 (fifteen) working days of the survey being undertaken, and additionally it must notify and provide Council with a copy of the completed survey report within 15 (fifteen) working days;
- f) The Requiring Authority must record all contact, correspondence and communication with owners and occupiers and this record is to be available on request for the Council; and
- g) The Requiring Authority must undertake a visual inspection when undertaking construction activities likely to generate high levels of vibration if requested by the building owner where a pre-construction condition assessment has been undertaken.

74. ~~59.~~—During construction:

- a) The Requiring Authority must implement procedures that will appropriately respond to the information received from any vibration monitors deployed by the acoustic specialist in accordance with the CNVMP. Where necessary this may include temporary cessation of works in close proximity to the relevant building until measures have been implemented to avoid further damage and/or compromising the structural integrity of the building; and
- b) Any damage to buildings and structures resulting from the works must be recorded and repaired by the Requiring Authority and costs associated with the repair will be met by the Requiring Authority. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building condition survey. Such repairs must be undertaken as soon as reasonably practicable and in consultation with the owner and occupiers of the building.

75. ~~60.~~—Following construction:

- a) Within 3 (three) months of the commencement of operation of the Eastern Busway Project (Package EB2), the Requiring Authority must contact owners of those buildings and structures where a building condition survey was undertaken to confirm the need to undertake a post-construction condition assessment; and
- b) Where a post-construction building condition survey confirms that the building has deteriorated as a direct result of construction works relating to

the project, the Requiring Authority must rectify the damage at its own cost. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building pre- condition survey.

URBAN DESIGN AND LANDSCAPING MITIGATION

76. 61.—Within 3 (three) months of commencing construction activity the Requiring Authority shall submit an Urban Design and Landscape Plan (UDLP) to Council for certification in accordance with Condition 89. The objective of the UDLP is to mitigate any landscape and visual effects of the Eastern Busway Project (Package EB2).
77. 62.—The UDLP must include:
- a) Urban design details for works:
 - i. The Reeves Road Flyover;
 - ii. Pakuranga Bus Station; and
 - iii. Ti Rakau Drive widening between Pakuranga Road and Reeves Road.
 - b) Landscape design details for works at:
 - i. Paul Place Reserve;
 - ii. Bus Stop Reserve;
 - iii. Within Ti Rakau Drive; and
 - iv. South-Eastern Highway.
 - c) A maintenance plan and establishment requirements over a 3 (three) year period for landscaping and five years for specimen trees following planting.
 - d) Lighting, signage and street furniture details for Eastern Busway Project (Package EB2);
 - e) Measures to achieve a safe level of transition for cycling and walking modes, including providing advanced warning and signage to cyclists and pedestrians, and safe and convenient cycling transitions at the ends of the project;
 - f) Design features and methods for cultural expression;
 - g) A Crime Prevention Through Environmental Design Assessment of the Pakuranga Bus Station, land beneath the Reeves Road Flyover, and the

new walking and cycling networks;

- h) Design features associated with the management of stormwater, including both hard and soft landscaping; and
 - i) Detailed streetscape landscaping plan(s) for all swales, street trees and street gardens for approval or approved by the Parks Planning Team Leader. In particular, the plans must have the following information to obtain the Parks Planning Team Leader's approval:
 - i. Be prepared by a suitably qualified landscape architect;
 - ii. Show all planting including details of intended species, location, plant sizes at time of planting and likely heights on maturity, tree pit specifications, the overall material palette, location of street lights and other service access points;
 - iii. Ensure that selected species can maintain appropriate separation distances from paths, roads, street lights and vehicle crossings in accordance with the Auckland Transport Code of Practice; and
 - iv. Include planting methodology.
78. ~~63.~~—At least 1 (one) month prior to the final handover to the Council for future care and maintenance of landscaping on Council land and reserves, the Requiring Authority's representative must arrange a site walkover with the Council to inspect the new planting areas, and to document any areas of plant health and maintenance that need to be rectified prior to handover.
79. ~~64.~~—The UDLP planting requirements must be implemented during the first planting season following the Eastern Busway Project being operational. If the weather in that planting season is unsuitable for planting, as determined by the Council, the landscaping must instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity must be agreed to by the Council.

TREE WORKS

80. ~~65.~~—The Requiring Authority must submit a Tree Protection and Management Plan (TPMP) for certification in accordance with Condition ~~89~~. The objective of the TPMP is to avoid, remedy or mitigate any adverse construction effects of the Eastern Busway Project (Package EB2) on those trees to be retained.
81. ~~66.~~—To achieve its objective, the TPMP must include:
- a) A process whereby the Requiring Authority's arborist and the construction team confirm via a site walkover(s) those trees that can be retained rather than removed;
 - b) Tree protection measures for trees to be retained;
 - c) Tree pruning measures;

- d) Demarcation of temporary construction access and storage areas, outside the permeable dripline and / or rootzone areas of retained trees;
- e) Use of protective barrier fencing;
- f) Procedures for working within the dripline/rootzone of any retained tree, including appointment of a qualified Council approved arborist (“appointed arborist”) to oversee directly all works within the dripline and rootzone of the trees located in the designated areas of work for the duration of the site works, until the route is considered completed, and including any reinstatement works that fall outside the area of the designation;
- g) Specific bio-security removal restrictions that will apply to all elms (*Ulmus* sp.) and kauri (*Agathis australis*), to avoid the risk of spread of Dutch Elm Disease or kauri dieback, including vetting and approving the methodology and treatment of the Elm and kauri material by the Council’s arboricultural specialist responsible for handling and treatment of all Elm/kauri material controlled under the Biosecurity Act, prior to any works taking place; and
- h) Measures to provide for clear marking of all tree removals prior to implementation of each stage of the works, with verification of the removals by the Requiring Authority’s arborist in consultation with the Council’s arboricultural specialist.

82. ~~67.~~—If the design of the project is modified so that it becomes apparent that trees protected by the provisions of the AUP(OP) identified as being retained in the approved Tree Plans appended to the Arboricultural Effects Assessment in Condition ~~4~~2 are required to be removed, then the removal of the trees is appropriate if:

- a) The design modification results in retention of a tree that was identified to be removed (i.e., no net loss of protected trees); or
- b) If the design modification will result in a net loss of protected trees, a suitable replacement specimen tree is provided in the project corridor (in addition to the proposed planting shown on the approved Tree Plans appended to the Arboricultural Effects Assessment in Condition ~~4~~2).

Advice Note: *Protected trees refers to trees within the road reserve and Council reserves that more than 4m in height and/or more than 400mm in girth. It also includes any trees listed in Schedule 10 “Notable Trees” in the AUP(OP).*

HERITAGE

83. ~~68.~~—In the event that any unrecorded historic heritage sites are identified as a result of the Eastern Busway Project, then these sites must be recorded by the Requiring Authority for inclusion in the Council’s Cultural Heritage Inventory. The Requiring Authority’s historic heritage expert must prepare documentation suitable for inclusion in the Inventory and forward that information to the Manager: Heritage Unit, (heritageconsents@aucklandcouncil.govt.nz) within one calendar month of

completion of work on the route.

84. 69.—Electronic copies of all historic heritage reports relating to historic heritage investigations of whatever form (i.e., evaluation, monitoring and excavation) in regard to the designation, are to be submitted by the Requiring Authority's project historic heritage expert to the Monitoring officer(s) within 12 (twelve) months of completion of the Eastern Busway Project (Package EB2).

OPERATIONAL TRAFFIC NOISE

85. 70.—The Requiring Authority must ensure that the solid barriers proposed along both sides of the Reeves Road Flyover are maintained at the height and extent as shown on Plan EB-2-D-2-RD-DG-000422 Rev A and are maintained as acoustically effective barriers. The noise barriers required by these conditions must be maintained so that they retain their designed noise reduction performance.
86. 71.—The Requiring Authority must ensure that all roads are paved with Dense-Graded 14 mm asphalt (or other low-noise road surface(s) with equal or better noise reduction performance) on all sections of the Project except where a higher friction (for safety) or stronger surface is required. The road surfaces must be maintained so that the pavement surface retain their noise reduction performance as far as practicable.
87. 72.—In the event that the Requiring Authority proposes a different road pavement to that specified in Condition ~~71~~⁸⁶ above at any time, the Requiring Authority must provide documentation from a suitably qualified and experienced acoustics specialist to the Council demonstrating that condition will continue to be complied with.

Building Modification Protocol

88. 73.—The Requiring Authority must design and construct the Eastern Busway Project (Package EB2) to ensure that the predicted noise levels for the as-built alignment (using the same traffic flow forecasts as used for the Proposed Design) do not exceed the predicted noise levels for the Proposed Design [as set out in the Noise and Vibration Operational Effects Assessment (NVOEA) dated 18 July 2022, document number EBA-2-R-2-PL-RP-000034] by more than 2dB at any Protected Premises & Facilities (PPF) existing at the time of EB2's construction. This does not apply to any PPF where the predicted noise level for the as-built design is no greater than 55dB LAeq(24hr).

Advice Note: *The predicted noise levels for the Proposed Design are contained in the Section 92 response package dated 15 February 2023. The basis for inclusion of this condition is the high level of certainty afforded by the design of the project.*

89. 74.—Prior to construction of EB2, a suitably qualified acoustics specialist approved by the Council must identify those PPFs which, following implementation of all Structural Mitigation, will not be Noise Criteria Categories A or B and where building modification mitigation might be required to achieve 40 dB LAeq(24hr) inside Habitable Spaces (Category C buildings).

90. ~~75.~~—For PPFs identified in Condition ~~7489~~, the Requiring Authority must set out options as to what Building Modification Mitigation are available to achieve 40 dB LAeq(24hr) for habitable spaces using the process set out in Conditions ~~7691~~ to ~~8297~~.
91. ~~76.~~—Prior to construction commencing in EB2, the Requiring Authority must write to the owner of that PPF requesting entry to assess the noise reduction performance of the existing building envelope. If the owner agrees to entry within 3 (three) months of the date of the Requiring Authority’s letter, the Requiring Authority must instruct a suitably qualified acoustics specialist to visit the building and assess the noise reduction performance of the existing building envelope and determine what Building- Modification measures are required to achieve an operational noise level of 40 dB LAeq(24hr) for habitable spaces.
92. ~~77.~~—For each PPF identified under Condition ~~7489~~, the Requiring Authority is deemed to have complied with Condition ~~7691~~ if:
- a) The Requiring Authority’s acoustics specialist has visited and assessed the PPF; or
 - b) The owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
 - c) The owner did not agree to entry within 3 (three) months of the date of a Requiring Authority letter seeking entry for assessment purposes (including where the owner did not respond within that period); or
 - d) The owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project or after reasonable time has not responded.

If any of (b) to (d) above applies to a PPF identified under Condition ~~7489~~, the Requiring Authority is not required to implement Building-Modification Mitigation to that PPF.

93. ~~78.~~—Subject to Condition ~~7792~~, within three months of the assessment required by Condition ~~7489~~, the Requiring Authority must write to the owner of each PPF identified under Condition ~~7691~~ advising:
- a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24hr) inside habitable spaces;
 - b) The options for Building-Modification Mitigation to the building, if required; and
 - c) That the owner has 12 (twelve) months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building- Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than 1 (one) option is available.
94. ~~79.~~—Once an owner has confirmed which Building-Modification Mitigation option is preferred, the mitigation must be implemented by the Requiring Authority,

including obtaining any Council consents, within a mutually agreeable and reasonable timeframe, and where practicable, prior to a Major Construction Activity commencing in the relevant Work Area.

95. ~~80.~~—Where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition ~~7994~~ if:
- a) The Requiring Authority has completed Building-Modification Mitigation to the PPF; or
 - b) An alternative agreement for mitigation is reached between the Requiring Authority and the owner, and that mitigation option has been completed; or
 - c) The owner did not accept the Requiring Authority's offer to implement Building- Modification Mitigation within 3 (three) months of the date of the Requiring Authority's letter sent in accordance with Condition ~~7893~~ (including where the owner did not respond within that period).
96. ~~81.~~—Within 12 (twelve) months of completion of construction of EB2 becoming operational, the Requiring Authority must prepare and submit a report to the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz) ~~the Council~~ which demonstrates compliance with Condition ~~8095~~. The report must be prepared by a suitably qualified and experienced acoustics specialist and must contain a description of, and the results from, a computer noise model of the Project as constructed.
97. The report required by Condition ~~8196~~ must include the results of field measurements at a minimum of 2 (two) representative PPFs within EB2. The results of the noise level monitoring must be used to verify the computer noise model. Field measurements must be in accordance with NZS 6806.

Advice Note: *Definitions applying to Conditions ~~7085~~ to ~~8297~~ above.*

- *BPO – means the Best Practicable Option in accordance with s16 of the RMA;*
- *NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads (“NZS 6806”);*
- *Building-Modification Mitigation – has the same meaning as in NZS 6806;*
- *Habitable Space – has the same meaning as in NZS 6806;*
- *Major Construction Activity - means any construction activity that would result in an exceedance of the Construction Noise Standards;*
- *PPFs – means Protected Premises and Facilities as in NZS 6806;*
- *Structural Mitigation – has the same meaning as in NZS 6806. For the purpose of these conditions the structural mitigation measures are low noise road surface materials and noise barriers;*
- *Work Area - means any area where construction works associated with the Project are undertaken (e.g., all active works areas and construction support areas.*

OPERATIONAL CAR PARKING AND ACCESS AT PAKURANGA PLAZA

83. The Requiring Authority must use best endeavours to implement a safe and efficient layout of the Auckland Council land car park (as identified by a red boundary in Figure Two Three below) for car parking and vehicle manoeuvring.

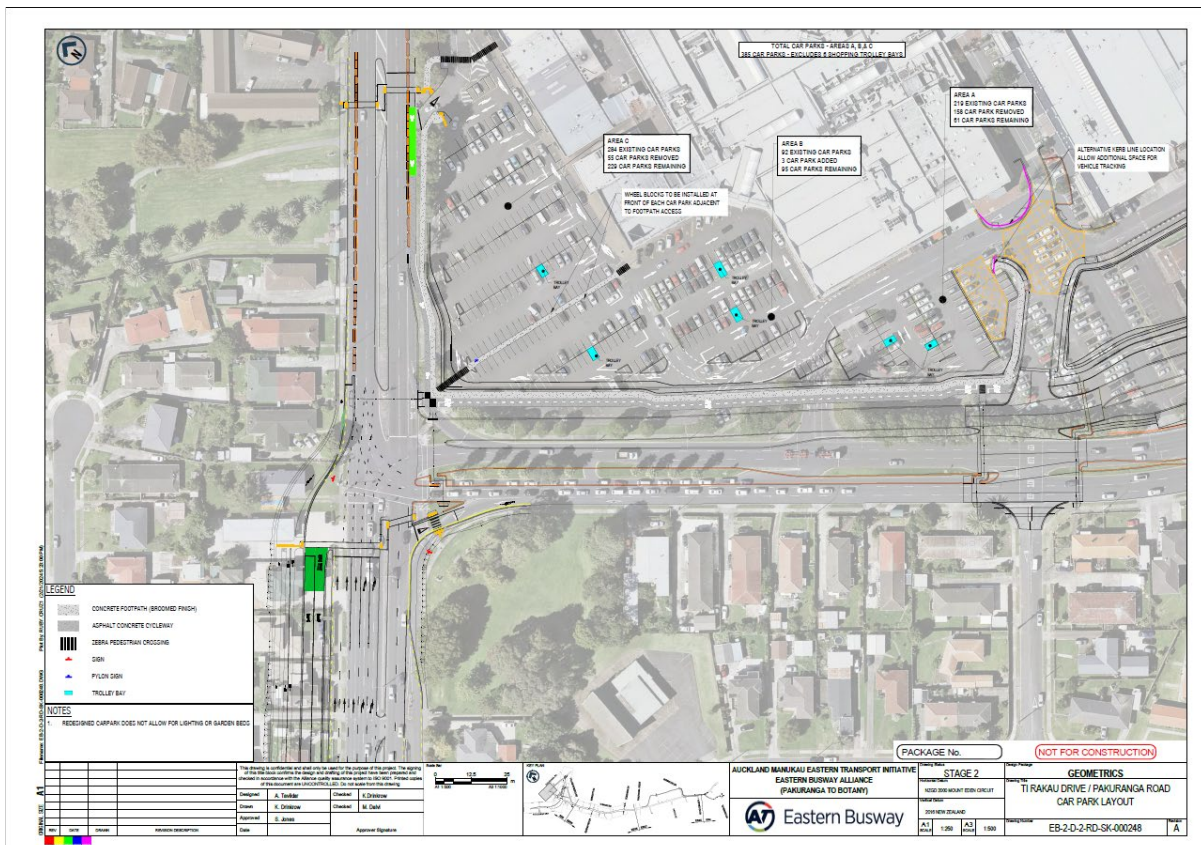
Figure Two Three – Auckland Council Land Car Park Location

98. The Requiring Authority must implement, within six (6) months of the EB2 works within the Auckland Council land (Figure Two) being completed, the revised car park layout as agreed with Sedar Properties, General Distributors Limited and The Warehouse Group, shown in Plan “Ti Rakau Drive / Pakuranga Road Car Park Layout EB-2-D-2-RD-SK-000248” in Figure Four below.

~~84. The Requiring Authority must consult with GYP Properties Sedar Properties Limited and General Distributors Limited when preparing the revised layout; and must provide both GYP Properties Sedar Properties Limited and General Distributors Limited a draft revised layout within 6 (six) months of the designation being confirmed and at least 10 working days prior to submitting it to Auckland Council Community Facilities. The Requiring Authority must adopt the recommendations received from GYP Properties Sedar Properties Limited and General Distributors Limited on the revised layout, where practicable. The revised layout, and any comments received, will be provided to Auckland Council Community Facilities for approval to undertake the work. The Requiring Authority will make all reasonable endeavours to obtain Auckland Council Community Facilities’ approval on the revised layout. The Requiring Authority will implement the revised layout within 6 (six) months of receiving approval from Auckland Council Community Facilities. In the event Auckland Council Community Facilities do not provide their approval to implement within 6 (six) months of the submission of the revised layout to them, this condition is deemed to be met.~~

Advice Note: *The Requiring Authority has obtained approval in principle from Eke Panuku Development Auckland Auckland Council for Community Facilities on the draft revised layout shown on Figure Three Four below. The Requiring Authority will obtain Eke Panuku Development Auckland formal landowner approval to the revised layout.*

Figure Three-Four – Revised Parking Layout



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

- Maximise the number of car parks that can reasonably and practicably be provided;
- Provide for a car park design that enables safe and efficient access into, out of, and within Pakuranga Plaza;
- Provide for safe and efficient vehicle access to Countdown Pakuranga’s loading zone; and
- Comply with Standards E27.6.3 of the AUP(OP) with respect to minimum parking space dimensions and vehicle manoeuvring for any new parking spaces.

Advice Note: It may be possible to provide for up to 405 spaces within the Auckland Council land shown in Figure Three2 (the land within the red boundary lines), and additional carparks in the location of the demolished Council toilet block structure off Pennell Place. The final number of parking spaces will be subject to further design and approval by the asset owner (Auckland Council).

99. 86.—The Requiring Authority must construct a full movement signalised intersection at the Pakuranga Road / Brampton Court intersection as part of the Eastern Busway Project (Package EB2) as shown on plan “EB2 – Tracking

Pakuranga Mall Entry Layout Plan – Design Vehicles, EB2-SKT-VT-0013-Plan 11 Sheet 01 and 04”.

100. ~~87.~~—Prior to the construction of the westbound cycle lane on Pakuranga Road, the Requiring Authority shall provide to Auckland Council further detail of treatments for the cycle lane running across the Pakuranga Road/Brampton Road intersection for comment by Auckland Council.

101. ~~88.~~—The Aylesbury Road / Cortina Place Extension intersection must have clear zone road pavement markings and associated signage that clearly identifies the intersection as a “keep clear” zone (through the use of yellow cross hatching markings), that comply with Manual of Traffic Signs and Marking Standards.

Annexure 2

Designation XXXX – Eastern Busway Stage 2 (EB2)

Designation Number	XXXX
Requiring Authority	Auckland Transport
Location	EB2 is located at Pakuranga Town Centre and encompasses works on Ti Rakau Drive, Pakuranga Road, Reeves Road, Cortina Place and the South-Eastern Highway (SEART).
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 5 years from the date on which it is included in the AUP.

Purpose

Construction, operation, and maintenance of the Eastern Busway Stage 2.

GLOSSARY

Acronym	Full Term
AUP(OP)	Auckland Unitary Plan (Operative in Part)
CCP	Communication and Consultation Plan
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
EB2	Eastern Busway Stage 2
ESCP	Erosion and Sediment Control Plan
Sedar Properties	Sedar Properties Pte Ltd (referred to as Sedar Properties), the ultimate holding company of Pakuranga Plaza Limited.
SSCMP	Site Specific Construction Management Plan (at Pakuranga Plaza)
SSESCP	Site Specific Erosion and Sediment Control Plan
TPMP	Tree Protection and Management Plan
UDLP	Urban Design and Landscape Plan

General Conditions

1. Any reference to a person or company in the following conditions, however described or referred to (including applicant and consent holder), includes the

successor or transferee of that person.

2. Except as modified by the conditions below, or by any outline plan, the scope and extent of the works within the designation are to be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement and supporting documents as follows:

Table 1: Application Documents

Document Title	Author	Revision	Date
Assessment of Effects on the Environment (AEE) and appended technical effects assessments and draft management plans (Document Number: EB234-1-PL-RP- Z2-000017)	Eastern Busway Alliance	C	28.06.2022

Table 2: Drawings

Drawing Title	Designer	Revision	Date
Land Requirement Plan:			
EB2 – Proposed Designation Boundary (Drawing Number: EB234-1-RD-SK-Z2-00355)	Eastern Busway Alliance	A1	10.08.2022
Combined Plans:			
Consenting Plan (Drawing Number: EB2-R-2-PL-DG-100001, 100002, 100003, 100004)	Eastern Busway Alliance	C	08.05.2023
Consent Plan (Drawing Number: EB2-R-2-PL-DG-100101, 100102, 100111, 100112, 100121, 100122, 100123, 100124, 100125, 100131, 100132)	Eastern Busway Alliance	C	08.05.2023
Pakuranga Station GA Elevations – East and West Architectural (Drawing Number: EB-2-D-2-BS-DG-000105)	Warren and Mahoney	A	29.04.2022
Roadwork Geometric Design (Drawings EB-2-D-RD-DG:000301, 000305, 000310, 000315, 000320, 000321, 000322, 000325, 000326, 000330, 000335, 000340, 000341, 000345, 000350, 00355).	Eastern Busway Alliance	A	29.03.2022
Reeves Road Flyover General Arrangement Overall Plan and Elevation (Drawing Number: EB-2-D-2-ST-DG-003105)	Eastern Busway Alliance	A	15.04.2022

Roadwork Geometric Design Ti Rakau Drive Typical Cross Sections Sheet 1 of 2 (Drawing Numbers: EB-2-D-2-RD-DG-000401, 000402, 000411, 000421 000422, 000423, 000431)	Eastern Busway Alliance	A	29.03.2022
Project Wide Standard Structures Noise Walls Structural Details Sheet 1 of 2 (Drawing Number: EB-2-D-0-ST-DG-203110)	Eastern Busway Alliance	A	20.06.2022
Landscape, Ecological and Arboricultural Plans:			
Consenting Package Planting Schedule (Drawing Numbers: EB-2-D-3-UD-PL-000001 and 000002)	Eastern Busway Alliance	B	18.04.2023
Consenting Package Landscape, Ecological, and Arboricultural Mitigation Plan (Drawing Numbers: EB-2-D-2-UD-PL-0000101, 0000102, 0000111, 0000112, 0000121, 0000122, 0000123, 0000124, 0000125 and 000132)	Eastern Busway Alliance	B	18.04.2023
Erosion and Sediment Control Drawings			
Civil and Geometrics Ti Rakau Drive Erosion Control Plans (Drawing Numbers: EB-2-D-2-RD-SK-000010, 000011, 000012, 000013, 000014, 000015, 000016, 000017, 000018, 000019 and 000020)	Southern Skies Environmental Limited	A	18.07.2022

3. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the "RMA"), this designation will lapse if not given effect to within 5 (five) years from the date on which it is included in the Auckland Unitary Plan (Operative in Part).
4. As soon as practicable, and no later than 12 (twelve) months from the date the Eastern Busway Package EB2 becomes operational, the Requiring Authority must:
 - a) Identify any areas of the designation that are no longer necessary for the long- term development, operation, maintenance and mitigation effects of the Eastern Busway Project; and
 - b) Give notice to the Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation identified above.

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

Site Access

5. Subject to compliance with the Requiring Authority's health and safety

requirements and provision of reasonable notice, servants or agents of Council are permitted to have access to relevant parts of the construction site(s) at reasonable times for the purpose of carrying out inspections, surveys, investigations and/or to take samples.

PRE-CONSTRUCTION CONDITIONS

Mana Whenua Engagement

6. At least 10 working days prior to the commencement of construction, the Requiring Authority must confirm and submit to Council a Mana Whenua Engagement framework to ensure appropriate engagement with mana whenua during the construction of the Eastern Busway Project (Package EB2).
7. The framework must include:
 - a) The methods for identifying and engaging with mana whenua.
 - b) The process for involvement of mana whenua in reviewing the implementation of the management and environmental management plans as they relate to:
 - i. Recognising and providing for the cultural values and interests of mana whenua;
 - ii. Implementing and applying tikanga;
 - iii. Managing and monitoring sediment quality; and
 - iv. Promoting ecology and biodiversity, including the use of native vegetation.
 - c) As a minimum the matters identified in (b) above shall be addressed in the preparation of the following management plans:
 - i. Construction Environmental Management Plan;
 - ii. Urban Design and Landscape Plan; and
 - iii. Habitat Restoration Plan.
8. The Requiring Authority must carry out the construction of the Project (Package EB2) in accordance with the Mana Whenua Engagement framework submitted under Condition 5.

MANAGEMENT PLANS – CERTIFICATION AND REVIEW

Advice Note: *Condition 8 below, applies to all Management Plans.*

9. The following general provisions relate to all management plans:
 - a) Management Plans must be submitted to the Council for certification or written approval (as determined by the relevant conditions) as follows:
 - i. At least forty (40) working days prior to the start of works, the Consent Holder must provide Council with a schedule detailing the

timing of all relevant Management Plans that will be provided to the Council for certification or written approval. The schedule must be updated and provided to Council prior to any new stage.

- ii. During the preparation of the draft Management Plans listed in Table 3 below the Requiring Authority must provide to Sedar Properties, General Distributors Limited and The Warehouse Group's copies of those listed plans for comment.
 - iii. Where practicable the Requiring Authority must adopt recommendations received from Sedar Properties, General Distributors Limited and The Warehouse Group.
 - iv. The following information must be provided with the Draft Management Plans listed in Table 3 at their lodgement:
 - The submitted records of the consultation undertaken with Sedar Properties, General Distributors Limited and The Warehouse Group;
 - A summary of changes sought by Sedar Properties, General Distributors Limited and The Warehouse Group. This summary must also include commentary from the Requiring Authority in regard to the changes sought by these parties, whether the Requiring Authority has or has not adopted these changes and the reason(s) for adoption/non-adoption of the changes.
 - v. Management Plans must be submitted at least twenty (20) working days prior to the Commencement of Construction (excluding enabling works, site clearance, site investigations, relocation of services and establishment of site entrances and temporary construction fencing) unless otherwise specified in the conditions. The consent holder must ensure that any changes from the draft Management Plans are clearly identified.
- b) Any certified Management Plan may be amended, if necessary, to reflect any minor changes in design, construction materials, methods or management of effects to align with the conditions of designation. Any amendments are to be agreed by the Council in writing prior to implementation of any changes. Re-certification is not required in accordance with Condition 9 if the Council confirms those amendments are minor changes in design, construction material, methods or management of effects and any changes to the draft Management Plans are clearly identified.
- c) Any amendments to a certified Management Plan other than minor amendments or editing changes must be submitted to the Council to certify these amendments are consistent with the relevant designation condition(s)

prior to implementation of any changes. Any change to the management approach must be consistent with the purpose of the relevant Management Plan and the requirements of the relevant conditions of the designation. Where a Management Plan was prepared in consultation with interested or affected parties, any changes to that Plan other than minor amendments or editing changes must be prepared in consultation with those same parties.

- d) Management Plans may be submitted in parts or stages to address activities or to reflect the staged implementation of the Project, and when provided in part or for a stage must be submitted at least twenty (20) working days prior to Commencement of Construction of that part of stage unless otherwise specified in the conditions. If submitted in part, Management Plans must clearly show the linkage with the Management Plans for adjacent stages and interrelated activities.
- e) All works must be carried out in accordance with the approved Management Plans. Works must not commence until written approval or certification of all the relevant Management Plans for that stage have been received unless otherwise approved in writing by the Council.

Table 3: Management Plans Subject to Consultation under Condition 9

Sedar Properties	The Warehouse Group	General Distributors Limited
<ul style="list-style-type: none"> • Construction Traffic Management Plan; • Communication and Consultation Plan; • Construction Noise and Vibration Management Plan; • Construction Environmental Management Plan; and • Urban Design and Landscape Plan. 	<ul style="list-style-type: none"> • Construction Traffic Management Plan; • Communication and Consultation Plan; • Construction Noise and Vibration Management Plan; and • Construction Environmental Management Plan. 	<ul style="list-style-type: none"> • Construction Traffic Management Plan; • Communication and Consultation Plan; and • Construction Noise and Vibration Management Plan.

STAKEHOLDER COMMUNICATION AND ENGAGEMENT

- 10. The Requiring Authority must submit a final Communication and Consultation Plan (CCP) for certification in accordance with Condition 9. The objective of the CCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and interest groups during construction of the Eastern Busway Project (Package EB2).
- 11. The CCP must be prepared in accordance with the Draft CCP. The CCP must set out how the Requiring Authority will for the Eastern Busway Project (Package EB2):
 - a) Inform the community and businesses of construction progress and

future construction activities;

- b) Provide information on key project milestones;
- c) Provide a process for responding to queries and complaints including, but not limited to:
 - i. Who is responsible for responding;
 - ii. How responses will be provided;
 - iii. The timeframes for responses to be provided; and
 - iv. How complaints will be reviewed and monitored to ensure mitigation is effective.

12. The CCP must include:

- a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, community noticeboard, local paper, newsletters or similar, advertising etc.) and any other relevant communication matters;
- b) Contact details of the person responsible for communication and consultation for the Eastern Busway Project, including phone, email, project website and postal address;
- c) Details of where this contact information will be available;
- d) Details of how a point of contact will be maintained throughout construction works for the project;
- e) Methods for identifying, communicating and engaging with people affected by the construction works for the project, including but not limited to:
 - i. All residential owners and occupiers affected by construction works for the Project;
 - ii. All business property owners and occupiers affected by construction works for the Project;
 - iii. Any community, medical and education facilities directly affected by the construction works for the project, including methods to assist these facilities to consult with their customers/stakeholders;
 - iv. Key stakeholders (including the Council's Parks Department); and
 - v. Network utility operators.
- f) Methods for communicating with and notifying directly affected parties in advance of:
 - i. Proposed construction activities outside normal working hours (including night works);
 - ii. Temporary traffic management measures for vehicles and pedestrians during construction;
 - iii. Permanent changes to road networks and layouts; and

- iv. A record of the consultation undertaken with the community including specific access requirements for businesses and residents.
- g) Details of specific communications proposed for updating stakeholders including affected parties on construction timeframes;
- h) A list of the stakeholders affected to be communicated with;
- i) Linkages and cross references to other management plans where relevant;
- j) Identification of opportunities for those stakeholders identified under Condition 12(h) to collaborate on specific issues if required;
- k) A Development Response Addendum including:
 - i. The measures to maximise opportunities for pedestrian and service access to businesses, residents and social services/facilities that will be maintained during construction, within the practical requirements of the CTMP;
 - ii. The measures to mitigate potential severance and loss of business visibility issues by wayfinding and supporting signage for pedestrian detours required during construction;
 - iii. The measures to promote a safe environment during construction;
 - iv. How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through other management plans;
 - v. Identification of any other development response measures designed to support those businesses, residents and community services/facilities during construction.
- l) Details of engagement with the community to identify opportunities to minimise construction impacts;
- m) Details of monitoring the implementation of the CCP including, but not limited to:
 - i. Community feedback on the management of construction related impacts and the Requiring Authority's response to that feedback;
 - ii. And feedback and complaints received on matters other than addressed by (m)(i);
 - iii. Any outcomes or actions undertaken in response to feedback and complaints; and
 - iv. Any development response outcomes.
- n) The CCP must be reviewed at least annually and updated with reference to the outcomes of the monitoring listed in (m).

CONSTRUCTION ENVIRONMENTAL MANAGEMENT

13. The Requiring Authority must submit a Construction Environmental Management Plan (CEMP) for certification in accordance with Condition 9.

The objective of the CEMP is to set out an overarching framework and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with the construction of the Eastern Busway Project (Package EB2).

14. The CEMP must include details of:
- a) An outline of the construction programme of the work, including construction hours, indicating linkages to the other subsidiary plans which address management of adverse effects during construction;
 - b) The document management system for administering the CEMP and compliance, including review and Requiring Authority / constructor / Council requirements;
 - c) Training requirements for employees, sub-contractors and visitors for cultural induction, construction procedures, environmental management and monitoring;
 - d) Roles and responsibilities for the implementation of the CEMP;
 - e) Environmental incident and emergency management procedures (including spills);
 - f) Environmental complaint management procedures;
 - g) Specific details of demolition and site clearance works to be undertaken;
 - h) The location of construction compounds and measures adopted to keep them secure;
 - i) Methods to provide for the safety of the general public;
 - j) Measures to be adopted to keep the construction areas in a tidy condition in terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place inside the designation boundaries;
 - k) Site reinstatement measures upon completion of the activities including the removal of any temporary structures used during the construction period; and
 - l) A construction methodology that minimises mangrove removal/pruning.

Advice note: *The CEMP may be prepared as a combined document that also addresses the matters required under the associated resource consents for the Eastern Busway Project (e.g. Package EB3R).*

THE WAREHOUSE GROUP

The Warehouse Pakuranga Basement Carparking

15. The Requiring Authority shall not impose any restrictions on light vehicle movements entering or exiting The Warehouse Pakuranga basement carpark during construction of EB2 from the future Cortina Place extension.

Advice Note: *The vehicle movements provided for by this condition includes both left and right hand turns into and out of The Warehouse Pakuranga basement carpark.*

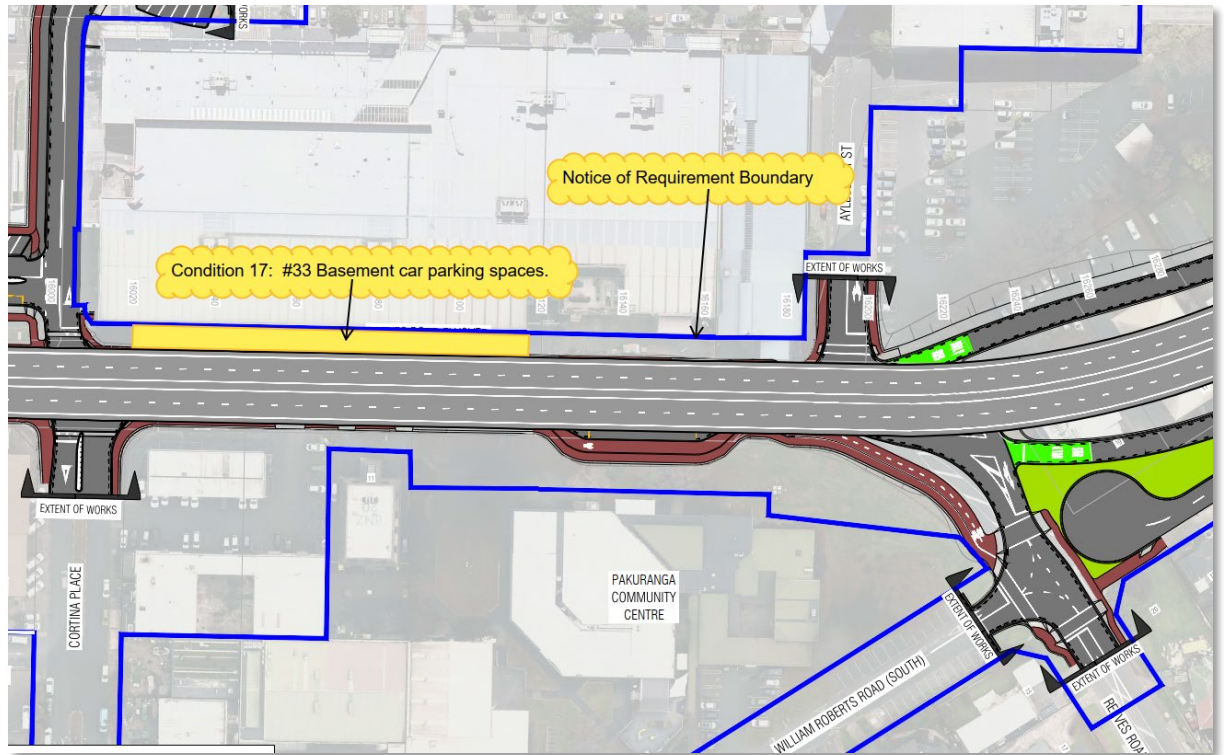
16. The Requiring Authority must ensure that Eastern Busway staff and contractors do not park their vehicles within The Warehouse Pakuranga's basement carpark.
17. The Requiring Authority must ensure that on completion of construction of EB2, the road geometry and street furniture associated with the Cortina Place extension, Aylesbury Street and Reeves Road do not obstruct light vehicle access from the Cortina Place extension into The Warehouse Pakuranga basement carpark as it existed at the time of the EB2 designation's confirmation.
18. During the construction of EB2 the Requiring Authority must not restrict use of those carparks within the basement carpark that immediately adjoin Reeves Road unless it is necessary for safety reasons.
Except for the purposes of installing construction safety equipment to protect these car park spaces any restrictions shall not be imposed:
 - a) between 8am and 8pm unless it is not practicable to carry out the works that require the restrictions at night time;
 - b) on Saturday afternoon from 2pm to avoid potential impacts on the operation of the Pakuranga Night Market;
 - c) for more than 4 days during one calendar month; or
 - d) on more than 5 car parking spaces at any one time.

Fourteen (14) days prior notice of any restrictions (including details of restrictions and timeframes in sufficient detail to understand the impact on tenant trading and the Saturday Night Markets) is to be provided to Sedar Properties and The Warehouse Group, unless the restriction is required for urgent safety reasons.

Where any restrictions apply under this condition, the Requiring Authority must make the equivalent number of car parks available at 26 Ti Rakau Drive for The Warehouse Pakuranga customers for the duration of the restriction.

Advice Note: *This condition relates to the carparking spaces identified in Figure One below which are located within the basement immediately adjoining Reeves Road but partially open-air to the road reserve above, and potential effects of construction activities occurring above those parking spaces. Safety equipment to protect the parking spaces may include installing temporary netting across the open-air portion.*

Figure One: The Warehouse Basement carparking spaces covered by condition 17



Freight access to The Warehouse Pakuranga

19. The Requiring Authority shall ensure that The Warehouse Pakuranga loading dock on Reeves Road shall be operational at all times between the business hours of 7am to 6pm. This includes:
 - a) Enabling a large truck and trailer to enter the dock without any delay related to construction activities associated with the Eastern Busway Project (Package EB2) between the hours of 7am to 8am and leave within 60 minutes of arriving, as shown on the Drawing titled “Reeves Road Closure - Access to Warehouse via Reeves Road – Vehicle Tracking Plan – B Train”, plotted 30 May 2023;
 - b) Ensuring that any changes to the surrounding road network can accommodate a large truck and trailer to safely enter the dock. These changes must be completed before any works on the Reeves Road Flyover commences or any changes are made to The Warehouse Pakuranga Reeves Road loading dock/basement access;
 - c) Enabling other loading vehicles (smaller trucks and vans) to enter and exit the dock at all times via a controlled entrance through the construction site as shown on the Drawing titled “Reeves Road Closure - Access to Warehouse via Reeves Road – Vehicle Tracking Plan – B Train”, plotted 30 May 2023;
 - d) At all times, providing for access to and egress from the Reeves Road

loading dock without delays exceeding 5 minutes, except as provided by Condition 19(a) where there is to be no delay; and

- e) Providing for the existing arrangements for waste and recycling materials collection.

Advice Note: *This condition does not apply to the use of temporary loading facilities, including the use of on-street loading spaces.*

- 20. The Requiring Authority must comply with Condition 19.a) Monday to Friday, and on Saturdays during the peak trading periods for The Warehouse Pakuranga.

Advice Note: *Peak trading periods refers to 1 November to 7 February.*

- 21. Should the Requiring Authority not comply with condition 19.a) Construction work in the vicinity of The Warehouse Pakuranga shall cease and unlimited access to the Reeves Road loading dock for the large truck and trailer shall be provided until the matter causing non-compliance with condition 19.a) has been remedied. The Requiring Authority must notify the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz) of any delivery delays identified under condition 19A within 24 hours of notification.
- 22. Should the Requiring Authority not comply with condition 19(19.c) or (d) construction work in the vicinity of The Warehouse Pakuranga shall cease and unlimited access to the Reeves Road loading dock for other loading vehicles (smaller trucks and vans) shall be provided until the matter causing non-compliance with condition 19(19.c) and (19.d)19.d) has been remedied. The Requiring Authority must notify the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz) of any delivery delays identified under condition 19B within 24 hours of notification.
- 23. The Requiring Authority must ensure that on completion of the construction of EB2, the road geometry and street furniture associated with the Cortina Place extension, Aylesbury Street and Reeves Road do not obstruct heavy vehicle access to The Warehouse Pakuranga loading dock as it existed at the time of the EB2 designation's confirmation.
- 24. The Requiring Authority shall manage and monitor any construction dust in the vicinity of The Warehouse Group's loading dock in accordance with the requirements of the SSCMP and take all reasonable steps to avoid, remedy or mitigate the effects of dust ingress to the stockroom adjoining the loading dock and the adjacent store's retail area arising from the construction of the Reeves Road Flyover.
- 25. The management and monitoring of construction dust required by Condition 24 must be undertaken in accordance with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016).
- 26. If discharges of dust cause adverse effects at The Warehouse Group's loading dock in the opinion of an enforcement officer when assessed in accordance with the Good Practice Guide, construction work in the vicinity of The Warehouse shall cease until the operation causing those adverse effects has been adjusted so that the effects are avoided.

Fire safety

27. The following requirements relating to fire safety for The Warehouse Pakuranga shall be complied with while vehicle and customer access is restricted on Reeves Road during the construction of EB2:
- a) All existing fire exits shall be maintained from the retail building and the basement carpark;
 - b) A permanent egress route shall be maintained along the south side of the building to enable occupants to move to the east or west away from the building in the event that evacuation of the building is required. The width of the access shall be 3.3m measured from the base of the exterior stairs;
 - c) 24-hour Fire and Emergency New Zealand (FENZ) access shall be provided to the sprinkler valve room for sprinkler systems 3 and 4 and the fire brigade inlet for the carpark sprinkler system which is currently located adjacent to the Reeves Road loading dock.
 - d) FENZ access to the Reeves Road southwest double egress door and the southeast double set of egress doors on the south side of the building, including truck access, shall be provided when required due to an alarm activation.
 - e) Access to street hydrants along Reeves Road shall be maintained at all times.
 - f) FENZ shall be notified of any changes to access with at least 24-hours' notice, and regular walk-throughs shall be arranged for FENZ to ensure they are fully informed about the 24-hour access arrangements during construction.

Signage

28. The Requiring Authority shall reimburse The Warehouse Group and Sedar Properties for all reasonable costs incurred in upgrading or replacing the existing branding signage (for The Warehouse Pakuranga, Pakuranga Plaza and other commercial premises at Pakuranga Plaza) located on the façades of The Warehouse Pakuranga store following completion of EB2 construction, provided that the upgraded or replacement signage is the same size and number as the existing signage being upgraded/replaced. For the avoidance of doubt, the upgraded or replacement signage may be relocated between the façades of The Warehouse Pakuranga if necessary for visibility.

COUNTDOWN PAKURANGA (GENERAL DISTRIBUTORS LIMITED)

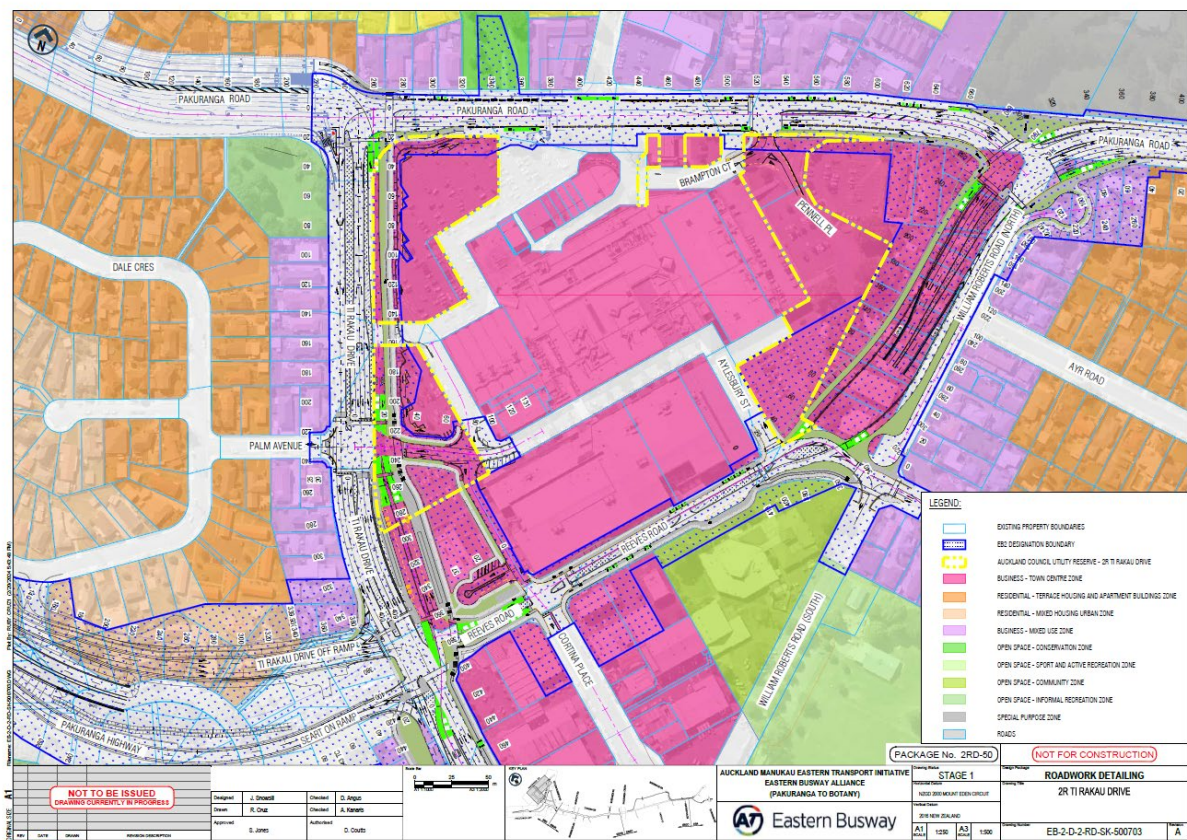
29. During the construction of the Project (Package EB2), the Requiring Authority shall ensure safe and efficient vehicle access into and out of the Countdown Pakuranga loading dock at all times. Should temporary works be required that restrict access to the loading dock the restriction should be immediately removed should a delivery vehicle arrive to the loading dock.

30. The Requiring Authority must ensure that on completion of the construction of EB2, the road geometry and street furniture associated with the Cortina Place extension, Aylesbury Street and Reeves Road, as shown on the Drawing titled “Palm Avenue / Aylesbury Street Intersection EB-2-D-2-RD-SK-000260”, do not obstruct vehicle access to the Countdown Pakuranga loading dock, as it existed at the time of the EB2 designation’s confirmation.

SEDAR PROPERTIES (PAKURANGA PLAZA LIMITED)

31. During the construction of EB2 the Requiring Authority must:
- a) Ensure safe and efficient vehicular and pedestrian access into and out of the Pakuranga Plaza site during construction daytime work hours (5am to 10pm);
 - b) Implement measures for wayfinding (signage) into and out of the Pakuranga Plaza during construction of EB2; and
 - c) Ensure that Eastern Busway staff, contractors and visitors to the Eastern Busway Project do not park their vehicles within the Auckland Council land (as shown in Figure Two below), unless necessary for construction purposes only.

Figure Two: Auckland Council land (shown by yellow dashed line)



SITE SPECIFIC CONSTRUCTION MANAGEMENT PLAN – PAKURANGA PLAZA

32. The Requiring Authority must submit a Site-Specific Construction Management Plan (SSCMP) for certification in accordance with Condition 9. The objective of the SSCMP is to avoid, remedy or mitigate the potential adverse effects of construction activities, including those associated with vibration, dust, pedestrian access, vehicle access, manoeuvring and on-site parking provision, at Pakuranga Plaza.
33. The SSCMP must include practicable measures, including staging of work, that the Requiring Authority is required to adopt to:
- a) Ensure safe and efficient vehicular and pedestrian access into and out of the Pakuranga Plaza site, including access to and from The Warehouse Pakuranga basement parking, as well as ongoing delivery vehicle access to both Countdown Pakuranga and The Warehouse Pakuranga;
 - b) Ensure that owners and tenants at Pakuranga Plaza, including General Distributors Limited and The Warehouse Group Limited, are provided with a minimum of 10 (ten) days' notice of significant changes to traffic management;
 - c) Identify the methods for wayfinding (signage) into and out of the Pakuranga Plaza during construction, including for specific tenancies where requested, and signage on main approaches to the town centre to advertise that the "Plaza remains open" during construction of the road works;
 - d) Manage and monitor construction dust created in the vicinity of Pakuranga Plaza affecting tenants or users of the Pakuranga Plaza, including The Warehouse Pakuranga;
 - e) Manage and monitor construction to avoid the adverse environmental effects of the discharge of sediment laden material onto the Pakuranga Plaza as identified in the Requiring Authority's Erosion and Sediment Control Plan(s);
 - f) Ensure that suitable access to and egress from Pakuranga Plaza is provided at all times during construction daytime work hours (5am to 10pm).

Advice Note: *Significant changes to traffic management as identified in Condition 33 refers to changes that require the Construction Traffic Management Plan(s) (CTMP(s)) to be re-certified under Condition 9.*

34. During the preparation of the SSCMP, the Requiring Authority:
- a) Must undertake consultation with Sedar Properties, General Distributors Limited and The Warehouse Group Limited on the content and controls detailed in the SSCMP; and
 - b) Where practicable must adopt recommendations received from Sedar Properties General Distributors Limited and The Warehouse Group Limited.
35. The Requiring Authority must lodge the SSCMP for certification with Auckland

Council at least 10 (ten) working days prior to construction commencing for EB2. The following information must be provided with the SSCMP at its lodgement:

- a) The submitted SSCMP records of the consultation undertaken with Sedar Properties, General Distributors Limited and The Warehouse Group Limited; and
- b) A summary of changes to the SSCMP sought by Sedar Properties, General Distributors Limited and The Warehouse Group Limited. This summary must also include commentary from the Requiring Authority in regard to the changes sought by these parties, whether the Requiring Authority has or has not adopted these changes and the reason(s) for adoption/non-adoption of the changes.

36. The SSCMP shall include, but not be limited to, the following:

- a) How the Requiring Authority will manage the staging of all work within 500m of Pakuranga Plaza;
- b) The means by which construction debris and waste will be managed within the EB2 construction footprint so it does not enter Pakuranga Plaza;
- c) The means by which construction related dust in the vicinity of Pakuranga Plaza will be controlled to mitigate any adverse effects on owners, tenants (including Countdown Pakuranga and The Warehouse Pakuranga) or users of the Pakuranga Plaza;
- d) The means by which any overland flow of stormwater in excess of that currently entering Pakuranga Plaza will be managed by the CEMP during construction to prevent increased overland flows or flooding in particular before known storm events;
- e) The means by which construction related noise and vibration in the vicinity of Pakuranga Plaza will be controlled to mitigate any adverse effects on owners, tenants (including The Warehouse Pakuranga) or users of Pakuranga Plaza;
- f) The means by which appropriate safe and efficient vehicle access to the existing loading zones of Countdown Pakuranga, The Warehouse Pakuranga and other existing loading docks within Pakuranga Plaza, will be maintained to provide for their business activities;
- g) The means by which Project related visitor parking will be managed and controlled, such as by wayfinding, signage and/or information provided on the Project's website;
- h) Provision for additional measures, such as construction staging, enabling the use 26 Ti Rakau Drive as Pakuranga Plaza customer parking and/or the management of EB2 construction staff parking demand, to minimise disruption to Pakuranga Plaza during the annual holiday trading period between 01 November to 7 February;

- i) Provision for maximising the use of parking areas that are located within the designation's boundaries as customer parking for Pakuranga Plaza, where those areas are not occupied for construction purposes or the operation of the Project;
- j) Details of the sequencing of work on Pakuranga Road, Reeves Road, Palm Avenue and South-Eastern Highway intersections near Pakuranga Plaza that ensure that safe and efficient access to Pakuranga Plaza is maintained at all times in order to enable the business activities;
- k) How construction of temporary or new access points will ensure the maintenance of access to Pakuranga Plaza when existing access points are temporarily closed or restricted due to construction activities;
- l) The Construction Traffic Management Plan(s) that ensure the continuation of safe and efficient access when EB2 related work is being carried out within 500m of Pakuranga Plaza;
- m) The traffic management measures to provide for right turn access to and from Pakuranga Road via Brampton Court at all times, except during the construction of the signalised intersection at Brampton Court / Pakuranga Road that is required by Condition 99 of this designation.
- n) Details of the location and method of wind wrapping and covering to be applied to the street facing and carpark facing fencing, including what imagery or other information will be included.
- o) Provision of signage on road facing hoardings, fencing and fence wrapping/coverings which advertise that the Pakuranga Plaza remains open during EB2's construction and provide wayfinding to businesses at Pakuranga Plaza.
- p) Inclusion of traffic calming measures, to discourage the use of Pakuranga Plaza parking areas and internal accessways and Aylesbury Street by through traffic.
- q) Wayfinding in the wider area for the purpose of reducing congestion in the vicinity of Pakuranga Plaza.
- r) Appointment of a liaison person and the procedure for regular meetings, to be held at least monthly or at an alternative frequency as agreed between the Requiring Authority, Sedar Properties, General Distributors Limited and The Warehouse Group during the construction period for EB2; and
- s) A procedure for monitoring, reporting and review of the performance of the SSCMP, including monitoring of parking availability during the annual holiday trading period between 01 November to 7 February. The results of the monitoring and reporting must be shared with Sedar Properties, General Distributors Limited and The Warehouse Group twice annually. These results must also be provided to the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz)

37. A review of the SSCMP must be undertaken twice annually or due to the following:
- a) As a result of a material change to the project;
 - b) To address unforeseen or materially greater adverse effects arising from construction of the Eastern Busway Project (Package EB2)
38. A review of the SSCMP must take into consideration:
- a) Any material changes to the SSCMP;
 - b) Any changes to construction methods; and
 - c) Results of monitoring and reporting procedures associated with the management of car parking at during the Eastern Busway Project (Package EB2) construction period (including monitoring of parking availability during the annual holiday trading period between 01 November to 7 February), and mitigation measures to address unforeseen or materially greater adverse parking effects during construction of the Eastern Busway Project (Package EB2).
39. The SSCMP shall take precedence where there is conflict between the SSCMP and any other management plans required for the Project. This includes the Project's CTMP(s), ESCP and CNVMP.

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

CAR PARKING AND ACCESS AT PAKURANGA TOWN CENTRE

40. The Requiring Authority must ensure that, prior to closing Reeves Road to private vehicles for the purposes of constructing the Reeves Road Flyover or introducing any restrictions on the operation of The Warehouse Pakuranga loading dock or basement carpark access other than managed by Conditions 15 to 18, that traffic-light controlled movements in all directions at the intersection of Palm Ave and Ti Rakau Drive (including the access into the Pakuranga Plaza car park) are completed and operational.
41. During the construction of the Palm Avenue, Ti Rakau Drive and Pakuranga Plaza intersection, the Requiring Authority must maintain safe and efficient access to and from the Pakuranga Plaza via the current Aylesbury Street accesses (Access 6 and 7) and in accordance with the SSCMP and CTMPs.
42. The Requiring Authority must ensure that, during the closure of Reeves Road to private vehicles for the purposes of constructing the Reeves Road Flyover or for the duration of any restrictions on the operation of The Warehouse Pakuranga loading dock or basement carpark access other than managed by Conditions 15 to 18, that the following access is maintained:

- a) Access to The Warehouse Pakuranga basement carpark from the right of way off Aylesbury Street;
 - b) Left and right turns from Mattson Road to Ti Rakau Drive and left turns from Ti Rakau Drive to Mattson Road; and
 - c) Left in and left out access from the William Roberts Road extension to Ti Rakau Drive.
43. During the closure of Reeves Road to private vehicles, the Requiring Authority will, to the greatest extent possible taking into account operational and safety matters, provide access (with temporary traffic management in place) across Reeves Road between Cortina Place and the Cortina Place extension between May 2025 and October 2025, with the through movement across Reeves Road between Cortina Place and the Cortina Place extension to be opened in November 2025.
44. The Requiring Authority is to appoint a liaison person and hold regular meetings at least monthly (or at an alternative frequency as agreed) between the Requiring Authority, Sedar Properties, General Distributors Limited and The Warehouse Group during the construction period for EB2 to
- a) Provide a means of receiving regular updates on the progress of the Eastern Busway Stage 2;
 - b) plan and seek feedback on traffic management, wayfinding arrangements and construction sequencing
 - c) Enable concerns and issues to be reported and responded to by the Requiring Authority and where practicable, the recommendations from GDL, Sedar Properties or The Warehouse Group must be adopted; and
 - d) Provide updates on changes to the Eastern Busway Stage 2, including changes to management plans.
45. The Requiring Authority must provide reasonable administrative support for the meetings required by Conditions 3636.r) and 44, including:
- a) Provide a means of receiving regular updates on the progress of the Eastern Busway Stage 2;
 - b) Organising meetings at the Eastern Busway Project Office or online;
 - c) Organising invitations to meeting attendees;
 - d) Distributing an agenda and materials to be reviewed to each meeting invitee no less than five (5) working days prior to meetings; and
 - e) The taking and dissemination of meeting minutes, including providing a copy of meeting minutes to the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz).

46. During construction of the Project (Package EB2) the Requiring Authority must install temporary signage on the approaches to the Pakuranga Town Centre in both directions from Ti Rakau Drive, Pakuranga Road, William Roberts Road, Reeves Road, the South-Eastern Highway (Route 10) and Gossamer Drive showing the best route to access the Pakuranga Town Centre at the time. The temporary signage must be updated if the best route changes.
47. During construction of the Project (Package EB2), the Requiring Authority must install temporary signage on approaches to the Pakuranga Town Centre to assist with wayfinding in the wider area, with the purpose of reducing congestion in the vicinity of Pakuranga Plaza.
48. Prior to the completion of the Project (Package EB2) the Requiring Authority must install permanent signage at the approach from:
 - a) the South-Eastern Highway (Route 10), showing the new direction to the Pakuranga Town Centre via the Palm Avenue intersection;
 - b) Pakuranga Road (westbound) showing the new direction to the Pakuranga Town Centre via Ti Rakau Drive; and
 - c) Pakuranga Road (eastbound) showing the new direction to the Pakuranga Town Centre via Ti Rakau Drive.
49. During construction of the Project (Package EB2) the Requiring Authority must provide continued access and allow for the use of the Auckland Council land (Figure Two) at Pakuranga Town Centre that are located within the designation boundaries. This access must be provided at all times that the designated land is not required by the Requiring Authority for construction activities or permanent occupation by the Project.

Advice Note: *This condition covers the Auckland Council Land adjacent to Pakuranga Town Centre, which are used as parking for Pakuranga Plaza. Construction activities may include the use of this land for material storage, laydown areas, construction vehicle parking and traffic management.*
50. The Requiring Authority must maintain a minimum number of 40 car parking spaces for use by the public in the car park to the northeast of the Pakuranga Library accessed from Pennell Place, at all times, during construction of EB2 as identified in Figure Three below. For clarity, this condition relates only to the construction phase of EB2.

Figure Three – Pennell Place Parking



CONSTRUCTION TRAFFIC MANAGEMENT PLAN

51. The Requiring Authority must submit a Construction Traffic Management Plan (CTMP) for certification in accordance with Condition 9. The objective of the CTMP is to identify the means to be used to avoid, remedy or mitigate the adverse effects of construction of the Eastern Busway Project (Package EB2) on transport, parking and property access.

CONSTRUCTION NOISE AND VIBRATION MANAGEMENT

Construction Noise – General Standards

52. Construction noise must be measured and assessed in accordance with New Zealand Standard NZS 6803:1999 ‘Acoustics - Construction Noise’ (NZS6803:1999). With the exception of The Warehouse Pakuranga site, construction noise must comply with the noise standards set out in Tables 5 and 6 as far as practicable.

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

Time of	Time Period	Maximum noise level (dBA) > 20 weeks
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week		L_{eq}	L_{max}
Weekdays	0630 – 0730	55	75
	0730 – 1800	70	85
	1800 – 2000	65	80
	2000 - 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	70	85
	1800 – 2000	45	75
	2000 - 0630	45	75
Sundays and public holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 - 0630	45	75

Table 6: Construction Noise Criteria - Commercial and Industrial Receivers

Time period	Maximum noise level L_{Aeq} dB > 20
07:30 – 18:00	70
18:00 – 07:30	75

53. Where compliance with the noise standards set out in Condition 52 above is not practicable, then the methodology in Condition 66 (Schedule) must apply.

Construction Noise – The Warehouse Pakuranga Specific Standards

54. The internal noise from construction activity (other than piling) shall not exceed the following noise limits when measured and assessed at any point within the Warehouse retail area at least 6m from the interior wall of The Warehouse Pakuranga indoor retail area closest to the Reeves Road Flyover:
- 65dB L_{Aeq} between 6.30am and 8.00am;
 - 60dB L_{Aeq} between 8.00am and 9.00pm except that a noise level of 65dB L_{Aeq} shall be allowed for up to 30 minutes each day;
 - 65dB L_{Aeq} between 9.00pm and 12.30am the following
 - No noise limit between 12.30am and 6.30am.

55. Construction noise levels measured within The Warehouse Pakuranga during piling activities within Reeves Road shall not exceed the equivalent of the following internal noise levels within the retail area at least 6m from the interior wall closest to the Reeves Road Flyover:
- a) 65dB LAeq between 6.30am and 8.00am;
 - b) 63dB LAeq between 8.00am and 9.00pm for the duration of the piling activities
 - c) 65dB LAeq between 9.00pm and 12.30am the following day; and
 - d) No noise limit between 12.30am and 6.30am.
56. The Warehouse Pakuranga noise limits in Conditions 54 and 55 shall not be subject to change via the CNVMP or a Schedule unless the Requiring Authority provides written approval from The Warehouse Group to Auckland Council.
57. If the noise levels specified in Conditions 54 and 55 cannot be achieved and remedied in accordance with Condition 70, all construction activities in the vicinity of The Warehouse Pakuranga must cease and measures must be implemented to meet the required noise levels. This work shall be fully funded by the Requiring Authority and completed before construction work recommences.

Advice Note: *Measures to achieve compliance with the noise levels may include (but are not limited to) a 3.6 metre high noise wall with surface mass of 10 kg/m² or greater or equivalent acoustic response (such as shipping containers) erected on and/or within the boundary of the designation to meet the required noise levels.*

Construction Vibration - General Standards

58. Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999 “Structural Vibration Part 3: Effects of vibration on structures”, and shall comply with the vibration standards set out in Table 7 as far as practicable:

Table 7: Construction Vibration Criteria

Vibration Level	Time	Category A	Category B
Occupied activities sensitive to noise	Night-time 2000h – 0700h	0.3mm/s ppv	2mm/s ppv
	Daytime 0700h – 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	All other times	2mm/s ppv	5mm/s ppv
All other buildings	Daytime 0630h – 2000h	Tables 1 and 3 of DIN4150-3:1999	

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

59. The Category A criteria may be exceeded, if the works generating vibration

take place for three days or less between the hours of 7am to 6pm, provided that the Category B criteria are complied with, and:

- a) All occupied buildings within 50m of the extent of the works generating vibration are advised in writing no less than three days prior to the vibration-generating works commencing; and
 - b) The written advice must include details of the location of the works, the duration of the works, a phone number for complaints and the name of the site manager.
60. Except for The Warehouse Pakuranga, where compliance with the vibration standards set out in Table 7 above is not practicable then the methodology in Condition 66 (Schedule) must apply.

Construction Vibration – The Warehouse Pakuranga Specific Standards

61. The Requiring Authority must ensure that vibration levels at The Warehouse Pakuranga do not exceed the levels listed in Conditions 58 and 59.
62. Vibratory or impact/hammer piling must not be utilised for the foundations for the Reeves Road Flyover. This prohibition does not apply to the use of vibration for sinking or extracting casings.
63. Piling works shall not be undertaken within the existing Reeves Road legal road reserve between 1 November and 7 February the following year unless otherwise allowed for in the Schedule for The Warehouse Group.

Advice Note: *By way of clarification, it is anticipated that if piling works outside of the Reeves Road legal road reserve starts on 25 March 2024 then all piling works should be completed by November 2024. However, the allowance for other time periods in the Warehouse Schedule is desired in case the piling works programme is delayed for such matters as mechanical failure, prolonged adverse weather and pandemics.*

Construction Noise and Vibration Management Plan (CNVMP)

64. The Requiring Authority must submit a Construction Noise and Vibration Management Plan (CNVMP) for certification in accordance with Condition 9. The objectives of the CNVMP are to:
 - a) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
 - b) Define the procedures to be followed where the noise and vibration standards (Conditions 52 and 58) are not met (following the implementation of the BPO);
 - c) Set out the methods for scheduling works to minimise disruption; and

- d) Ensure engagement with affected receivers and timely management of complaints.
65. The CNVMP must be prepared in accordance with Annex E2 of (NZS6803:1999) and shall as a minimum, address the following:
- a) Description of the works, machinery and equipment to be used;
 - b) Hours of works, including a specific section on works at night (2230h - 0700h), incorporating clear definitions of the works undertaken at night (if any);
 - c) The construction noise and vibration standards;
 - d) Identification of receivers where noise and vibration standards apply;
 - e) Management and mitigation options, and identification of the Best Practicable Option;
 - f) Methods and frequency for regular construction noise and vibration monitoring and reporting of all monitoring results and outcomes;
 - g) Procedures for communication as set out in the CCP with nearby residents and stakeholders, including:
 - i. Notification of proposed construction activities;
 - ii. The period of construction activities; and
 - iii. Effective management of noise and vibration complaints.
 - h) Contact details for the Communication and Consultation Manager;
 - i) Procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;
 - j) Identification of areas where compliance with the noise (Condition 52) and/or vibration standards (Condition 58 - Category A or Category B) will not be practicable.
 - k) Procedures for:
 - i. Communicating with affected receivers in accordance with the CCP, where measured or predicted noise or vibration from construction activities exceeds the noise criteria of Condition 52 or the vibration criteria of Condition 58; and
 - ii. Assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category B vibration criteria of Condition 58, including the requirement to undertake building consent surveys before and after works to

determine whether any damage has occurred as a result of construction vibration; and

iii. Review and update of the CNVMP.

66. A Schedule to the CNVMP (Schedule) must be prepared in consultation with the owners and occupiers of sites subject to the Schedule, when:
- a) Construction noise is either predicted or measured to exceed the noise standards in Condition 52, except where the exceedance of the LAeq criteria is no greater than 5 decibels and does not exceed:
 - i. 0630 – 2000: 2 periods of up to 2 consecutive weeks in any 2 months; or
 - ii. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days.
 - b) Construction vibration is either predicted or measured to exceed the Category B standard set out in Condition 58 at the receivers.
67. The objective of the Schedule is to set out the BPO for the minimisation of noise and/or vibration effects of the construction activity that are specific to the receiving environment and the activities that the Schedule would authorise, beyond those general measures set out in the CNVMP. The Schedule must include but not be limited to details such as:
- a) Construction activity and location plan, start and finish dates;
 - b) The owners and occupiers of the receivers that would be captured by (c) below;
 - c) The predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 52 and/or 58;
 - d) The proposed site-specific noise and / or vibration mitigation measures that are proposed to be adopted;
 - e) The mitigation options that have been selected and the options that have been discounted as being impracticable;
 - f) The consultation undertaken with owners and/or occupiers of properties identified in the Schedule, outcomes of the consultation, and how consultation outcomes have and have not been taken into account; and
 - g) Location, times, and types of monitoring and procedures for ensuring that all monitoring results and outcomes are reported on and are made available to the Council and to receivers subject to the Schedules on their reasonable request.
68. The Schedule must be submitted to the Council for certification at least 5 (five) working days, except in unforeseen circumstances, in advance of construction

works that are covered by the Schedule and shall form part of the CNVMP.

The Warehouse Pakuranga – Site Specific Construction Noise and Vibration Monitoring

69. The Requiring Authority must undertake continuous monitoring during EB2's construction of the noise and vibration levels that The Warehouse Pakuranga is exposed to. Noise monitoring could be undertaken either within The Warehouse Pakuranga itself, for direct comparison against the requirements of Condition 54, or externally within proximity of The Warehouse Pakuranga, by a suitably qualified and experienced person. The monitoring shall be made available in real time to the Warehouse Store Manager and a representative from the Warehouse Property Team, in accordance with condition 71. Should external measurements be employed, then the Requiring Authority must document the façade reduction that has been employed and provide this information in its construction noise reporting. This monitoring shall be in accordance with the measurement procedures set out in the Schedule for the Warehouse Pakuranga (condition 71).

Advice Note: *Given the size of The Warehouse Pakuranga several monitoring locations may be required for compliance with Condition 70.*

70. If monitoring reports an exceedance of The Warehouse Pakuranga site-specific noise and/or vibration levels detailed in Condition 54, 55 and 61 that was caused by construction activities, then that noise and/or vibration generating construction activity shall stop when it is safe to do so. The reason for the exceedance shall be investigated and construction methodologies reviewed and adjusted to ensure compliance before the related construction activity is recommenced. In accordance with Condition 65(f) reporting of the incident must include the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz and store manager for The Warehouse Pakuranga.
71. Prior to the commencement of the Reeves Road Flyover's construction, the Requiring Authority shall provide a Schedule to address potential noise and vibration effects on The Warehouse Pakuranga (10 Aylesbury Street). The Schedule shall be prepared in accordance with Condition 67 and be subject to the certification process described in Condition 68. In addition, the Schedule shall:
- a) Identify the locations that construction noise and vibration shall be measured for the Warehouse Pakuranga and any corrections required to those measurements (should the measurement locations not provide results for direct comparison with the noise and vibration limits of conditions 54, 55 and 61).
 - b) Identify how the measurement results will be provided to the Warehouse Store Manager and the representative of the Warehouse Property Team.

Building condition surveys [in the event environmental specialists identify building condition surveys are necessary]

72. Prior to construction, a building condition survey must be undertaken of any

building or structure that has been identified and assessed as potentially affected by vibration damage arising from construction vibration, and in every case where vibration exceeds the Category B criteria in Condition 58. The identification and assessment requirement must be determined by an independent and suitability qualified person appointed by the Requiring Authority, and based on the criteria below, unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey must be undertaken include:

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

73. Where a building condition survey is required:

- a) The Requiring Authority must employ an appropriately qualified person to undertake the building condition surveys and that person is required to be identified in the CEMP;
- b) The Requiring Authority must contact owners of those buildings and structures where a building condition survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;
- c) Should written agreement from owners and occupiers to enter property and undertake a condition assessment not be obtained within 3 (three) months from first contact, then the Requiring Authority is not required to undertake these assessments;
- d) Prior to the building condition survey, the Requiring Authority must determine whether the building is classified as a vibration sensitive structure;
- e) The Requiring Authority must provide the building condition survey report to the relevant property owner within 15 (fifteen) working days of the survey being
- f) Undertaken, and additionally it must notify and provide Council with a copy of the completed survey report within 15 (fifteen) working days;

- g) The Requiring Authority must record all contact, correspondence and communication with owners and occupiers and this record is to be available on request for the Council; and
- h) The Requiring Authority must undertake a visual inspection when undertaking construction activities likely to generate high levels of vibration if requested by the building owner where a pre-construction condition assessment has been undertaken.

74. During construction:

- a) The Requiring Authority must implement procedures that will appropriately respond to the information received from any vibration monitors deployed by the acoustic specialist in accordance with the CNVMP. Where necessary this may include temporary cessation of works in close proximity to the relevant building until measures have been implemented to avoid further damage and/or compromising the structural integrity of the building; and
- b) Any damage to buildings and structures resulting from the works must be recorded and repaired by the Requiring Authority and costs associated with the repair will be met by the Requiring Authority. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building condition survey. Such repairs must be undertaken as soon as reasonably practicable and in consultation with the owner and occupiers of the building.

75. Following construction:

- a) Within 3 (three) months of the commencement of operation of the Eastern Busway Project (Package EB2), the Requiring Authority must contact owners of those buildings and structures where a building condition survey was undertaken to confirm the need to undertake a post-construction condition assessment; and
- b) Where a post-construction building condition survey confirms that the building has deteriorated as a direct result of construction works relating to the project, the Requiring Authority must rectify the damage at its own cost. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building pre- condition survey.

URBAN DESIGN AND LANDSCAPING MITIGATION

76. Within 3 (three) months of commencing construction activity the Requiring Authority shall submit an Urban Design and Landscape Plan (UDLP) to Council for certification in accordance with Condition 9. The objective of the UDLP is to mitigate any landscape and visual effects of the Eastern Busway Project (Package EB2).

77. The UDLP must include:

- a) Urban design details for works:
 - i. The Reeves Road Flyover;
 - ii. Pakuranga Bus Station; and
 - iii. Ti Rakau Drive widening between Pakuranga Road and Reeves Road.
- b) Landscape design details for works at:
 - i. Paul Place Reserve;
 - ii. Bus Stop Reserve;
 - iii. Within Ti Rakau Drive; and
 - iv. South-Eastern Highway.
- c) A maintenance plan and establishment requirements over a 3 (three) year period for landscaping and five years for specimen trees following planting.
- d) Lighting, signage and street furniture details for Eastern Busway Project (Package EB2);
- e) Measures to achieve a safe level of transition for cycling and walking modes, including providing advanced warning and signage to cyclists and pedestrians, and safe and convenient cycling transitions at the ends of the project;
- f) Design features and methods for cultural expression;
- g) A Crime Prevention Through Environmental Design Assessment of the Pakuranga Bus Station, land beneath the Reeves Road Flyover, and the new walking and cycling networks;
- h) Design features associated with the management of stormwater, including both hard and soft landscaping; and
- i) Detailed streetscape landscaping plan(s) for all swales, street trees and street gardens for approval or approved by the Parks Planning Team Leader. In particular, the plans must have the following information to obtain the Parks Planning Team Leader's approval:
 - i. Be prepared by a suitably qualified landscape architect;
 - ii. Show all planting including details of intended species, location, plant sizes at time of planting and likely heights on maturity, tree pit specifications, the overall material palette, location of street lights and other service access points;
 - iii. Ensure that selected species can maintain appropriate

separation distances from paths, roads, street lights and vehicle crossings in accordance with the Auckland Transport Code of Practice; and

iv. Include planting methodology.

78. At least 1 (one) month prior to the final handover to the Council for future care and maintenance of landscaping on Council land and reserves, the Requiring Authority's representative must arrange a site walkover with the Council to inspect the new planting areas, and to document any areas of plant health and maintenance that need to be rectified prior to handover.
79. The UDLP planting requirements must be implemented during the first planting season following the Eastern Busway Project being operational. If the weather in that planting season is unsuitable for planting, as determined by the Council, the landscaping must instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity must be agreed to by the Council.

TREE WORKS

80. The Requiring Authority must submit a Tree Protection and Management Plan (TPMP) for certification in accordance with Condition 9. The objective of the TPMP is to avoid, remedy or mitigate any adverse construction effects of the Eastern Busway Project (Package EB2) on those trees to be retained.
81. To achieve its objective, the TPMP must include:
- a) A process whereby the Requiring Authority's arborist and the construction team confirm via a site walkover(s) those trees that can be retained rather than removed;
 - b) Tree protection measures for trees to be retained;
 - c) Tree pruning measures;
 - d) Demarcation of temporary construction access and storage areas, outside the permeable dripline and / or rootzone areas of retained trees;
 - e) Use of protective barrier fencing;
 - f) Procedures for working within the dripline/rootzone of any retained tree, including appointment of a qualified Council approved arborist ("appointed arborist") to oversee directly all works within the dripline and rootzone of the trees located in the designated areas of work for the duration of the site works, until the route is considered completed, and including any reinstatement works that fall outside the area of the designation;
 - g) Specific bio-security removal restrictions that will apply to all elms (*Ulmus* sp.) and kauri (*Agathis australis*), to avoid the risk of spread of Dutch Elm Disease or kauri dieback, including vetting and approving the methodology and treatment of the Elm and kauri material by the Council's arboricultural specialist responsible for handling and treatment of all Elm/kauri material

controlled under the Biosecurity Act, prior to any works taking place; and

- h) Measures to provide for clear marking of all tree removals prior to implementation of each stage of the works, with verification of the removals by the Requiring Authority's arborist in consultation with the Council's arboricultural specialist.
82. If the design of the project is modified so that it becomes apparent that trees protected by the provisions of the AUP(OP) identified as being retained in the approved Tree Plans appended to the Arboricultural Effects Assessment in Condition 2 are required to be removed, then the removal of the trees is appropriate if:
- a) The design modification results in retention of a tree that was identified to be removed (i.e., no net loss of protected trees); or
 - b) If the design modification will result in a net loss of protected trees, a suitable replacement specimen tree is provided in the project corridor (in addition to the proposed planting shown on the approved Tree Plans appended to the Arboricultural Effects Assessment in Condition 2).

Advice Note: *Protected trees refers to trees within the road reserve and Council reserves that more than 4m in height and/or more than 400mm in girth. It also includes any trees listed in Schedule 10 "Notable Trees" in the AUP(OP).*

HERITAGE

83. In the event that any unrecorded historic heritage sites are identified as a result of the Eastern Busway Project, then these sites must be recorded by the Requiring Authority for inclusion in the Council's Cultural Heritage Inventory. The Requiring Authority's historic heritage expert must prepare documentation suitable for inclusion in the Inventory and forward that information to the Manager: Heritage Unit, (heritageconsents@aucklandcouncil.govt.nz) within one calendar month of completion of work on the route.
84. Electronic copies of all historic heritage reports relating to historic heritage investigations of whatever form (i.e., evaluation, monitoring and excavation) in regard to the designation, are to be submitted by the Requiring Authority's project historic heritage expert to the Monitoring officer(s) within 12 (twelve) months of completion of the Eastern Busway Project (Package EB2).

OPERATIONAL TRAFFIC NOISE

85. The Requiring Authority must ensure that the solid barriers proposed along both sides of the Reeves Road Flyover are maintained at the height and extent as shown on Plan EB-2-D-2-RD-DG-000422 Rev A and are maintained as acoustically effective barriers. The noise barriers required by these conditions must be maintained so that they retain their designed noise reduction performance.
86. The Requiring Authority must ensure that all roads are paved with Dense-Graded

14 mm asphalt (or other low-noise road surface(s) with equal or better noise reduction performance) on all sections of the Project except where a higher friction (for safety) or stronger surface is required. The road surfaces must be maintained so that the pavement surface retain their noise reduction performance as far as practicable.

87. In the event that the Requiring Authority proposes a different road pavement to that specified in Condition 86 above at any time, the Requiring Authority must provide documentation from a suitably qualified and experienced acoustics specialist to the Council demonstrating that condition will continue to be complied with.

Building Modification Protocol

88. The Requiring Authority must design and construct the Eastern Busway Project (Package EB2) to ensure that the predicted noise levels for the as-built alignment (using the same traffic flow forecasts as used for the Proposed Design) do not exceed the predicted noise levels for the Proposed Design [as set out in the Noise and Vibration Operational Effects Assessment (NVOEA) dated 18 July 2022, document number EBA-2-R-2-PL-RP-000034] by more than 2dB at any Protected Premises & Facilities (PPF) existing at the time of EB2's construction. This does not apply to any PPF where the predicted noise level for the as-built design is no greater than 55dB LAeq(24hr).

Advice Note: *The predicted noise levels for the Proposed Design are contained in the Section 92 response package dated 15 February 2023. The basis for inclusion of this condition is the high level of certainty afforded by the design of the project.*

89. Prior to construction of EB2, a suitably qualified acoustics specialist approved by the Council must identify those PPFs which, following implementation of all Structural Mitigation, will not be Noise Criteria Categories A or B and where building modification mitigation might be required to achieve 40 dB LAeq(24hr) inside Habitable Spaces (Category C buildings).
90. For PPFs identified in Condition 89, the Requiring Authority must set out options as to what Building Modification Mitigation are available to achieve 40 dB LAeq(24hr) for habitable spaces using the process set out in Conditions 91 to 97.
91. Prior to construction commencing in EB2, the Requiring Authority must write to the owner of that PPF requesting entry to assess the noise reduction performance of the existing building envelope. If the owner agrees to entry within 3 (three) months of the date of the Requiring Authority's letter, the Requiring Authority must instruct a suitably qualified acoustics specialist to visit the building and assess the noise reduction performance of the existing building envelope and determine what Building- Modification measures are required to achieve an operational noise level of 40 dB LAeq(24hr) for habitable spaces.
92. For each PPF identified under Condition 89, the Requiring Authority is deemed to have complied with Condition 91 if:
- a) The Requiring Authority's acoustics specialist has visited and assessed

the PPF; or

- b) The owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
- c) The owner did not agree to entry within 3 (three) months of the date of a Requiring Authority letter seeking entry for assessment purposes (including where the owner did not respond within that period); or
- d) The owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project or after reasonable time has not responded.

If any of (b) to (d) above applies to a PPF identified under Condition 89, the Requiring Authority is not required to implement Building-Modification Mitigation to that PPF.

- 93. Subject to Condition 92, within three months of the assessment required by Condition 89, the Requiring Authority must write to the owner of each PPF identified under Condition 91 advising:
 - a) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24hr) inside habitable spaces;
 - b) The options for Building-Modification Mitigation to the building, if required; and
 - c) That the owner has 12 (twelve) months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building- Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than 1 (one) option is available.
- 94. Once an owner has confirmed which Building-Modification Mitigation option is preferred, the mitigation must be implemented by the Requiring Authority, including obtaining any Council consents, within a mutually agreeable and reasonable timeframe, and where practicable, prior to a Major Construction Activity commencing in the relevant Work Area.
- 95. Where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition 94 if:
 - a) The Requiring Authority has completed Building-Modification Mitigation to the PPF; or
 - b) An alternative agreement for mitigation is reached between the Requiring Authority and the owner, and that mitigation option has been completed; or
 - c) The owner did not accept the Requiring Authority's offer to implement Building- Modification Mitigation within 3 (three) months of the date of the Requiring Authority's letter sent in accordance with Condition 93 (including where the owner did not respond within that period).

96. Within 12 (twelve) months of completion of construction of EB2 becoming operational, the Requiring Authority must prepare and submit a report to the Environmental Monitoring Team Leader (email: monitoring@aucklandcouncil.govt.nz) which demonstrates compliance with Condition 80. The report must be prepared by a suitably qualified and experienced acoustics specialist and must contain a description of, and the results from, a computer noise model of the Project as constructed.
97. The report required by Condition 96 must include the results of field measurements at a minimum of 2 (two) representative PPFs within EB2. The results of the noise level monitoring must be used to verify the computer noise model. Field measurements must be in accordance with NZS 6806.

Advice Note: *Definitions applying to Conditions 85 to 97 above*

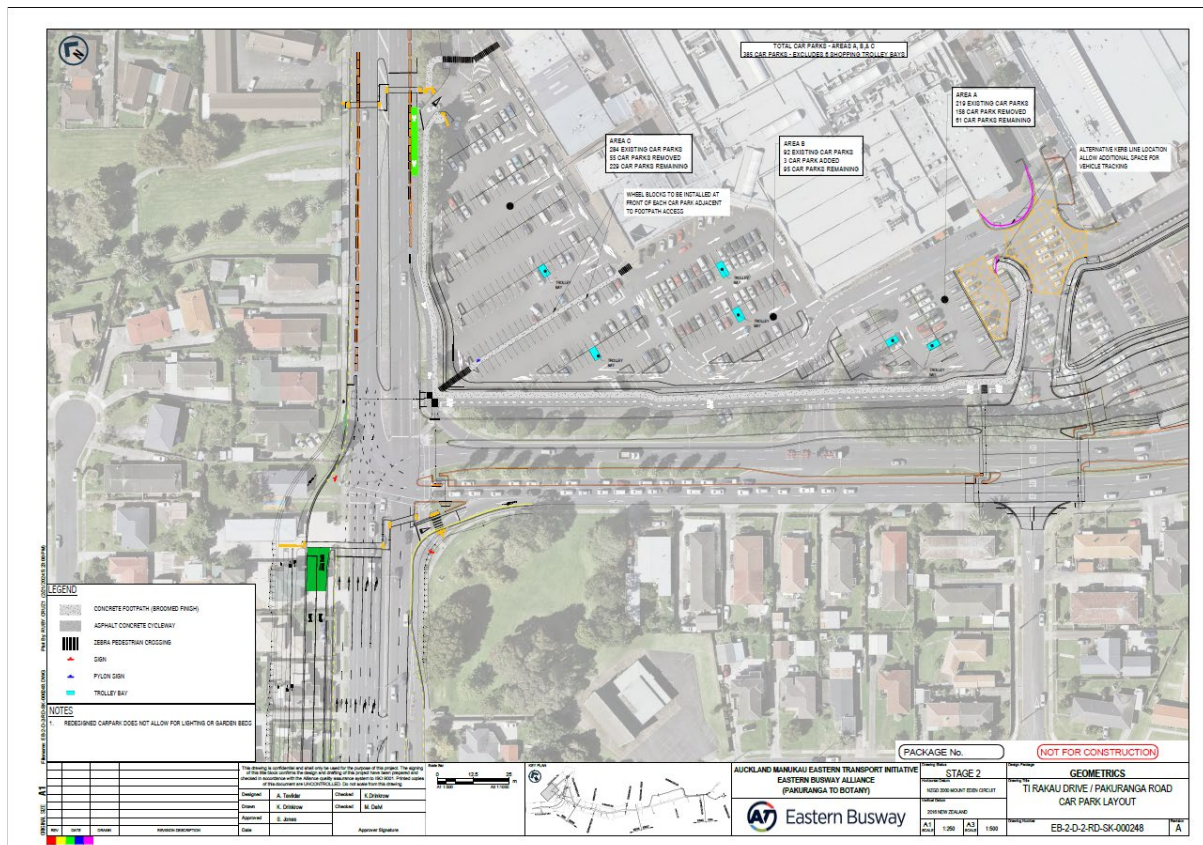
- *BPO – means the Best Practicable Option in accordance with s16 of the RMA;*
- *NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads (“NZS 6806”);*
- *Building-Modification Mitigation – has the same meaning as in NZS 6806;*
- *Habitable Space – has the same meaning as in NZS 6806;*
- *Major Construction Activity - means any construction activity that would result in an exceedance of the Construction Noise Standards;*
- *PPFs – means Protected Premises and Facilities as in NZS 6806;*
- *Structural Mitigation – has the same meaning as in NZS 6806. For the purpose of these conditions the structural mitigation measures are low noise road surface materials and noise barriers;*
- *Work Area - means any area where construction works associated with the Project are undertaken (e.g., all active works areas and construction support areas.*

OPERATIONAL CAR PARKING AND ACCESS AT PAKURANGA PLAZA

98. The Requiring Authority must implement, within six (6) months of the EB2 works within the Auckland Council land (Figure Two) being completed, the revised car park layout as agreed with Sedar Properties, General Distributors Limited and The Warehouse Group, shown in Plan “Ti Rakau Drive / Pakuranga Road Car Park Layout EB-2-D-2-RD-SK-000248” in Figure Four below.

Advice Note: *The Requiring Authority has obtained approval in principle from Eke Panuku Development Auckland for the draft revised layout shown on Figure Four below. The Requiring Authority will obtain Eke Panuku Development Auckland formal landowner approval to the revised layout.*

Figure Four – Revised Parking Layout



99. The Requiring Authority must construct a full movement signalised intersection at the Pakuranga Road / Brampton Court intersection as part of the Eastern Busway Project (Package EB2) as shown on plan “EB2 – Tracking Pakuranga Mall Entry Layout Plan – Design Vehicles, EB2-SKT-VT-0013-Plan 11 Sheet 01 and 04”.
100. Prior to the construction of the westbound cycle lane on Pakuranga Road, the Requiring Authority shall provide to Auckland Council further detail of treatments for the cycle lane running across the Pakuranga Road/Brampton Road intersection for comment by Auckland Council.
101. The Aylesbury Road / Cortina Place Extension intersection must have clear zone road pavement markings and associated signage that clearly identifies the intersection as a “keep clear” zone (through the use of yellow cross hatching markings), that comply with Manual of Traffic Signs and Marking Standards.

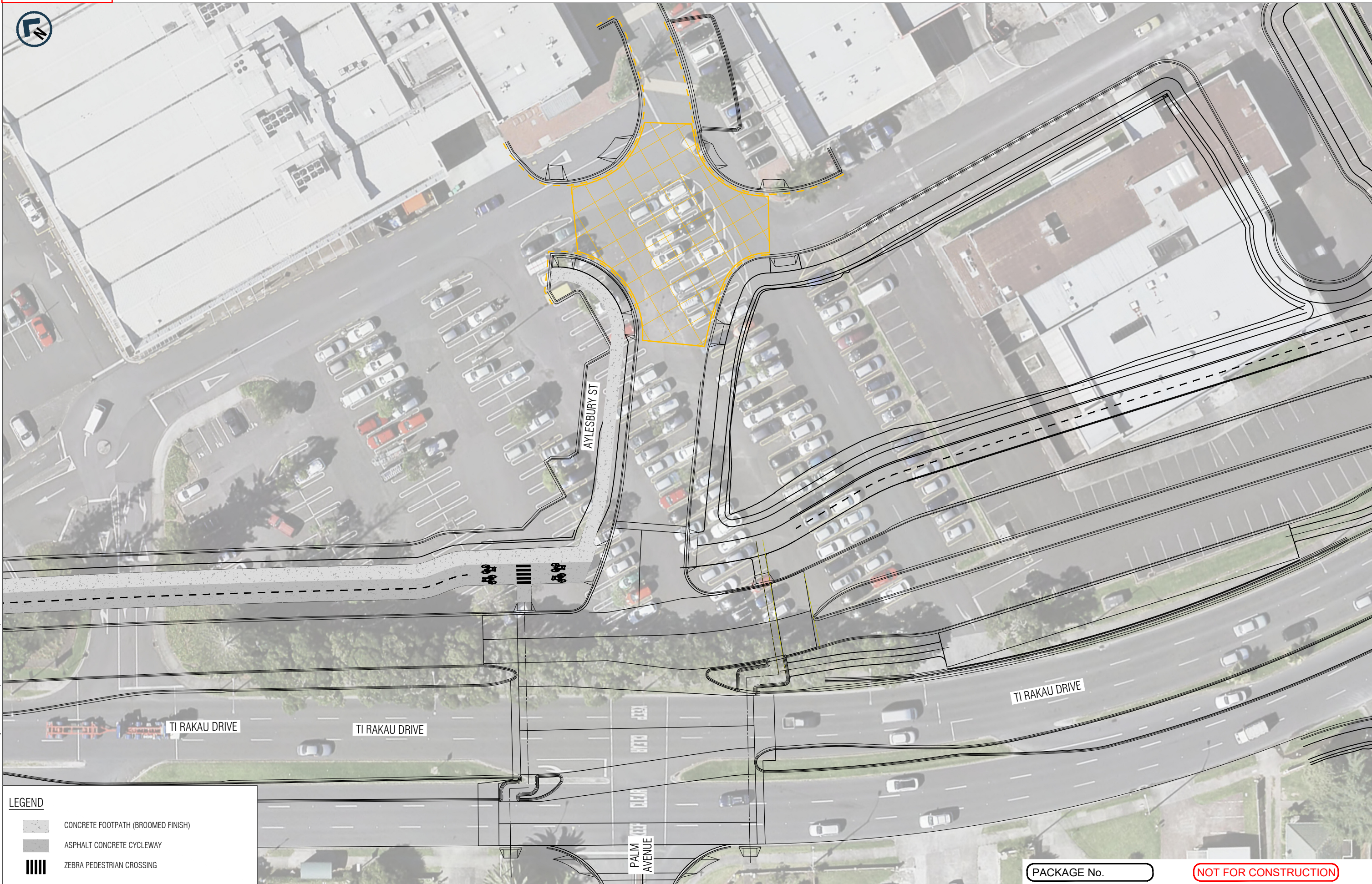


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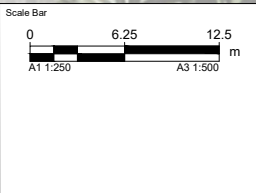
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LEGEND	
	CONCRETE FOOTPATH (BROOMED FINISH)
	ASPHALT CONCRETE CYCLEWAY
	ZEBRA PEDESTRIAN CROSSING

This drawing is confidential and shall only be used for the purpose of this project. The signing of this title block confirms the design and drafting of this project have been prepared and checked in accordance with the Alliance quality assurance system to ISO 9001. Printed copies of this document are UNCONTROLLED. Do not scale from this drawing

Designed	A. Tavildar	Checked	K. Drinkrow
Drawn	K. Drinkrow	Checked	M. Dalvi
Approved	S. Jones	Approver Signature	
Date			



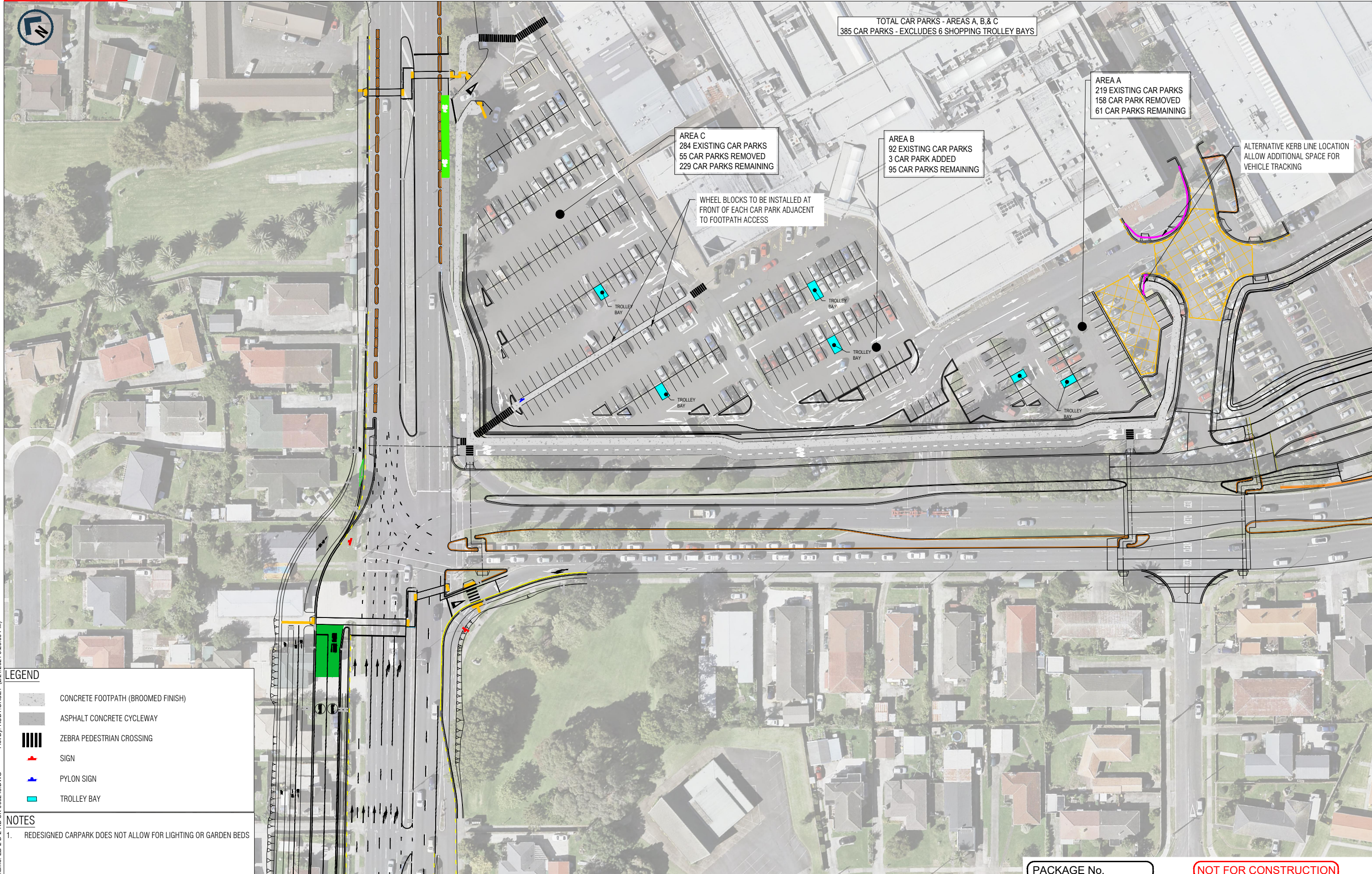
AUCKLAND MANUKAU EASTERN TRANSPORT INITIATIVE
EASTERN BUSWAY ALLIANCE
(PAKURANGA TO BOTANY)

Drawing Status		STAGE 2	
Horizontal Datum		NZGD 2000 MOUNT EDEN CIRCUIT	
Vertical Datum		2016 NEW ZEALAND	
A1 SCALE	1:250	A3 SCALE	1:500

Design Package		CONSENTING	
Drawing Title		PALM AVENUE / AYLESBURY STREET INTERSECTION	
Drawing Number		EB-2-D-2-RD-SK-000260	
Revision		A	

PACKAGE No. _____

NOT FOR CONSTRUCTION



TOTAL CAR PARKS - AREAS A, B, & C
385 CAR PARKS - EXCLUDES 6 SHOPPING TROLLEY BAYS

AREA A
219 EXISTING CAR PARKS
158 CAR PARK REMOVED
61 CAR PARKS REMAINING

AREA B
92 EXISTING CAR PARKS
3 CAR PARK ADDED
95 CAR PARKS REMAINING

AREA C
284 EXISTING CAR PARKS
55 CAR PARKS REMOVED
229 CAR PARKS REMAINING

ALTERNATIVE KERB LINE LOCATION
ALLOW ADDITIONAL SPACE FOR
VEHICLE TRACKING

WHEEL BLOCKS TO BE INSTALLED AT
FRONT OF EACH CAR PARK ADJACENT
TO FOOTPATH ACCESS

LEGEND

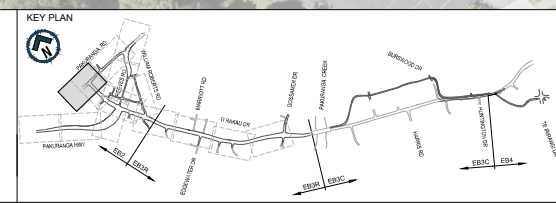
- CONCRETE FOOTPATH (BROOMED FINISH)
- ASPHALT CONCRETE CYCLEWAY
- ZEBRA PEDESTRIAN CROSSING
- SIGN
- PYLON SIGN
- TROLLEY BAY

NOTES

- REDESIGNED CARPARK DOES NOT ALLOW FOR LIGHTING OR GARDEN BEDS

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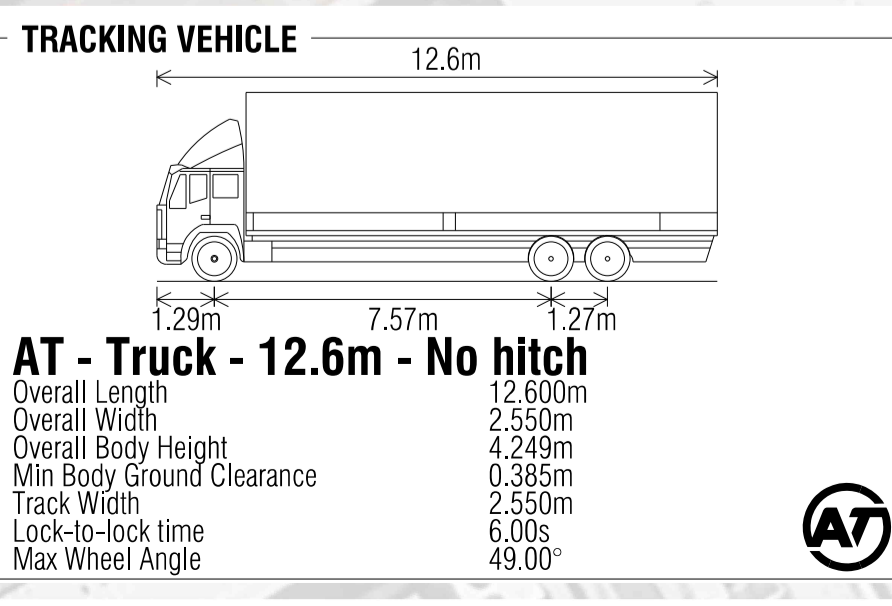
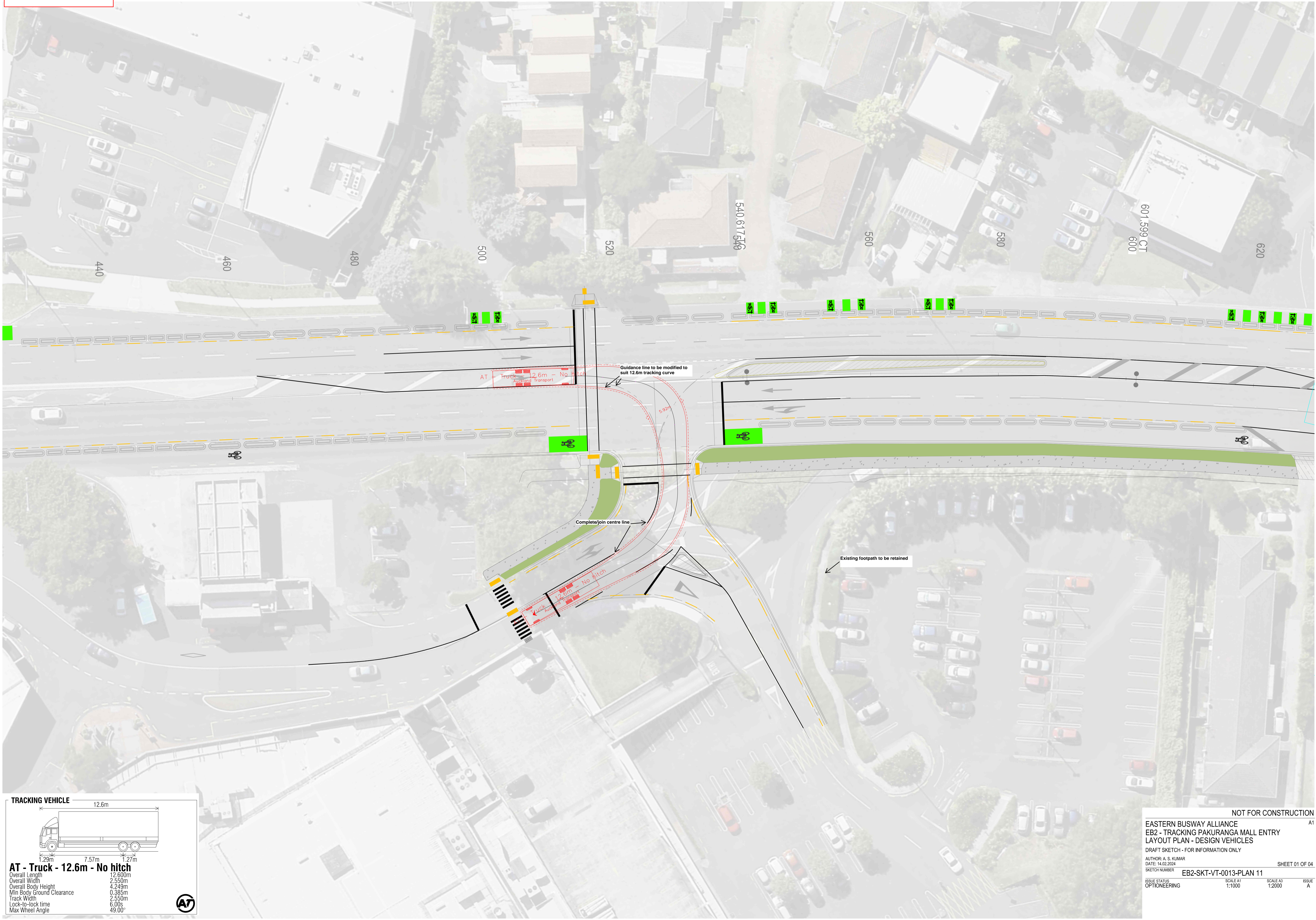
Designed	A. Tavildar	Checked	K. Drinkrow
Drawn	K. Drinkrow	Checked	M. Dalvi
Approved	S. Jones		
Date		Approver Signature	



PACKAGE No. NOT FOR CONSTRUCTION

AUCKLAND MANUKAU EASTERN TRANSPORT INITIATIVE EASTERN BUSWAY ALLIANCE (PAKURANGA TO BOTANY)		Drawing Status STAGE 2		Design Package GEOMETRICS	
		Horizontal Datum NZGD 2000 MOUNT EDEN CIRCUIT		Drawing Title TI RAKAU DRIVE / PAKURANGA ROAD CAR PARK LAYOUT	
Vertical Datum 2016 NEW ZEALAND		Drawing Number EB-2-D-2-RD-SK-000248		Revision A	
A1 SCALE 1:250	A3 SCALE 1:500				

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NOT FOR CONSTRUCTION A1

EASTERN BUSWAY ALLIANCE
EB2 - TRACKING PAKURANGA MALL ENTRY
LAYOUT PLAN - DESIGN VEHICLES

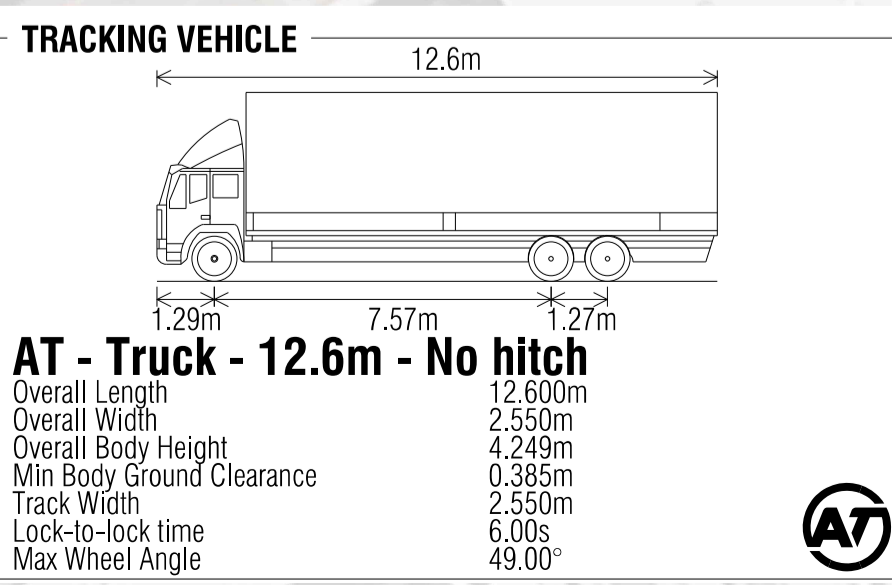
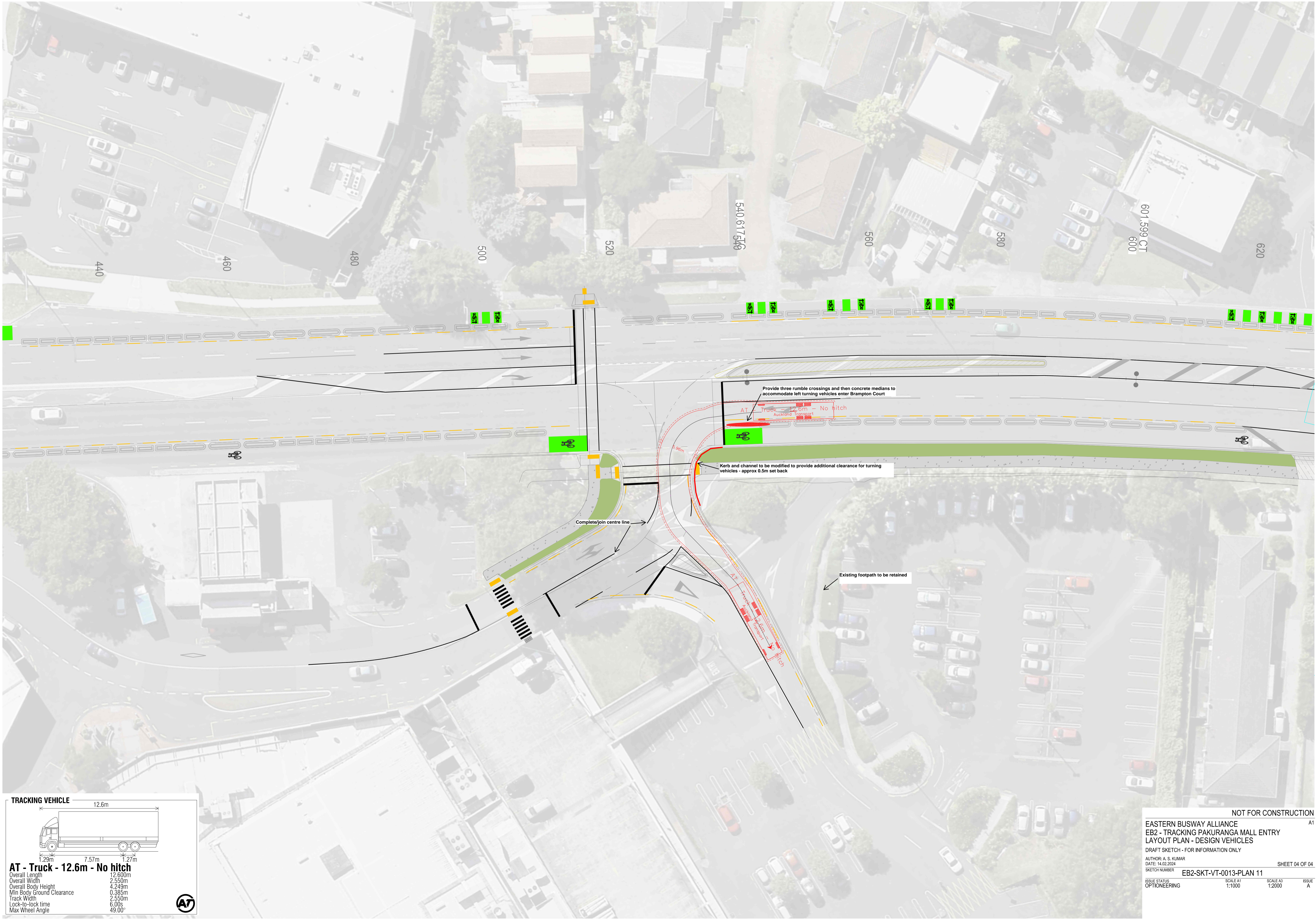
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AUTHOR: A. S. KUMAR
 DATE: 14.02.2024
 SKETCH NUMBER: **EB2-SKT-VT-0013-PLAN 11**

ISSUE STATUS: OPTONEERING

SCALE A1: 1:1000 SCALE A3: 1:2000 ISSUE A

SHEET 01 OF 04



NOT FOR CONSTRUCTION A1

EASTERN BUSWAY ALLIANCE
EB2 - TRACKING PAKURANGA MALL ENTRY
LAYOUT PLAN - DESIGN VEHICLES

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SCALE A1: 1:1000 SCALE A3: 1:2000 ISSUE A

SHEET 04 OF 04