

Blue = Council proposed addition accepted by Watercare
~~Blue~~ = Council proposed deletion accepted by Watercare
Green = Council proposed addition rejected by Watercare
Orange = Council proposed deletion rejected by Watercare
Red = Watercare proposed addition (to own text)
~~Red~~ = Watercare proposed deletion (of own text)

~~CENTRAL INTERCEPTOR MAIN PROJECT WORKS—~~ ~~PROPOSED WATERCARE DESIGNATION CONDITIONS 11 JUNE 2013~~

Definitions

~~"Council" means the Auckland Council's Chief Executive Officer or nominee.~~

~~"Designated land" means all areas of land included in the proposed designation as shown on Drawings MAIN NOR1-1 to MAIN NOR1-17 [~~or Drawing MAIN NOR2-1~~] [~~or MAIN NOR3-1~~] included as Attachment 1 of the Notice of Requirement.~~

~~"OPW" means an Outline Plan of Works prepared in accordance with Section 176A of the RMA.~~

~~"Project" means the Central Interceptor project and associated activities.~~

~~"Project stage" means a separable part of the Project, e.g. by Contract area or by geographical extent.~~

~~"Requiring Authority" means Watercare Services Limited.~~

~~"RMA" means the Resource Management Act 1991.~~

General Designation Conditions (DC)

DC.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notices of Requirement dated August 2012 and supporting documents being: ~~"Central Interceptor Main Project Works—Assessment of Effects on the Environment", Parts A, B, C, and D, dated August 2012. [~~list of all documents including Section 92 responses and February 2013 AEE to be included in final version of these designation conditions~~]~~

~~(a) Part A: Assessment of Environmental Effects, titled "Central Interceptor Main Project Works – Resource Consent Applications and Assessment of Effects on the Environment" prepared by Watercare/Central Interceptor Team, dated 10 August 2012, reference 60102004.~~

~~(b) Part B: Site Specific Assessments, titled "Central Interceptor Main Project Works – Assessment of Effects on the Environment", prepared by Watercare/Central Interceptor Team and dated August 2012, excluding Mt Albert War Memorial Reserve (AS1).~~

~~(c) Part C – Drawing Set, prepared by Watercare/Central Interceptor Team dated August 2012 (all drawings dated 26 July 2012), except as amended by the plans provided in the Hearing Drawing Set (provided on 12 July 2013), ~~in 1.1(..) below:~~~~

- ~~● Lyon Avenue (AS2) Permanent Works Plan AEE MAIN 3.1 Rev B~~
 - ~~● Lyon Avenue (AS2) Construction Works Plan AEE MAIN 3.2 Rev B~~
 - ~~● Haverstock Road (AS3) Permanent Works Plan AEE MAIN 4.1 Rev C~~
 - ~~● Haverstock Road (AS3) Construction Works Plan AEE MAIN 4.2 Rev C~~
- ~~but excluding:~~

- ~~Mt Albert War Memorial Reserve (AS1) Permanent Works Plan AEE MAIN 2.1 Rev A~~
- ~~Mt Albert War Memorial Reserve (AS1) Construction Works Plan AEE MAIN 2.2 Rev B~~

(d) Part D: Technical Reports (TR) as detailed below, and additional information:

- TR EA: Traffic Impact Assessment, prepared by Traffic Design Group, dated August 24 July 2012;
- TR FB: Noise Impact Assessment, prepared by Marshall Day Acoustics, dated 23 July 2012;
- TR GE: Vibration Assessment, prepared by Tonkin & Taylor Limited, dated July 2012, reference 27993;
- TR ID: Ground Contamination Assessment, prepared by Tonkin & Taylor Limited, dated July 2012, reference 26145.401;
- TR JE: Groundwater and Surface Settlement Assessment, prepared by Tonkin & Taylor Limited, dated July 2012, reference 21645.32;
- TR DF: Preliminary Archaeological Assessment, prepared by Clough & Associates Ltd, dated August July 2012;
- TR KG: Erosion and Sediment Control Plans, prepared by Watercare Services Limited, dated 8 August 2012, and including plans CSO-ESCP-004-009; and
- TR BH: Arboricultural Assessment, prepared by Arborlab Consultancy Services Limited, dated 30 July 2012, reference 17967;:
- TR A: Landscape and Visual Assessment, prepared by Boffa Miskell Limited, dated 26 July 2012;
- TR C: Assessment of Ecological Effects, prepared by Boffa Miskell Limited, dated 24 July 2012;
- TR H: Odour Assessment, prepared by Beca Infrastructure Ltd, dated 30 July 2012.

(e) The Section 92 Response Report to Auckland Council, dated December 2012 and March 2013, including the following:

- Part A: Introduction and Background
- Part B: AEE Report Questions Response, and Specialist Reports and information as follows:
 - Property Instruments;
 - Draft Construction Discharge Management Plan;
 - Archaeological response (Clough & Associates), dated 26 November 2012;
 - Contamination response (Tonkin & Taylor), dated 12 December 2012;
 - Transportation response (Traffic Design Group), dated 12 December 2012;
 - Acoustic response (Marshall Day Acoustics), dated 29 November 2012;
 - Vibration response (Tonkin & Taylor), dated 12 December 2012; and
 - Trenching Drawings.
- Groundwater and Surface Settlement Effects (Tonkin & Taylor), dated 1 March 2013.

(f) Part 1 of the second Section 92 Response Report to Auckland Council dated May 2013, including the following:

- Watercare response report (Parts A and B) dated 13 May 2013;
 - Mt Albert War Memorial Reserve Updated Drawings (AEE-Main-2.1A/2.2A, Issue D, dated 14 May 2013);
 - Traffic response (Traffic Design Group), dated 6 May 2013;
 - Vibration response (Tonkin & Taylor), dated 10 May 2013;
 - Noise response (Marshall Day), dated 13 May 2013;
 - Soil Conditioner Data Sheets;
 - Mt Albert War Memorial Reserve Car Park – Erosion and Sediment Control Plan, dated 23 April 2013, Revision A; ~~and~~
 - Mt Albert War Memorial Reserve Car Park – Contamination response (Tonkin & Taylor), dated 2 May 2013; ~~and~~
 - Mt Albert War Memorial Reserve Car Park - Groundwater and Settlement response (Tonkin & Taylor), dated 3 May 2013.
- (g) Part 2 of the second Section 92 Response Report to Auckland Council, being a letter from Watercare dated 27 May 2013 and including the following attachments:
- Attachment 1 – Amended Construction Discharges Condition;
 - Attachment 2 – Updated Chemical Treatment Management Plan and Construction Discharges Management Plan;
 - Attachment 3 – Watercare Incident Response Procedures;
 - Attachment 4 – Roma Road Access Drawing;
 - Attachment 5 – Alternative Sites Comparisons;
 - Attachment 6 – Consultation Update;
 - Attachment 7 – Lyon Avenue Updated Drawings;
 - Attachment 8 – Mt Albert War Memorial Reserve Updated Drawing;
 - Attachment 9 – Haverstock Road Updated Drawings;
 - Attachment 10 – Updated Drawing Index;
 - Attachment 11 – Information on Mangere WWTP and the Manukau Harbour

DC.1A Except as modified by the conditions below and subject to final design, the works at the Mt Albert War Memorial Reserve – Car Park Site shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement Mt Albert War Memorial Reserve – Car Park Site dated March 2013 and supporting documents set out below, and as amended by Section 92 responses set out at condition DC.1 above:

- (a) Part A: Assessment of Environmental Effects, titled "Central Interceptor Main Project Works – Assessment of Effects on the Environment - Mt Albert War Memorial Reserve – Car Park Site" prepared by Watercare/Central Interceptor Team, dated 8 March 2013, reference 60102004;
- (b) Appendix A: Drawings:
- (i) Mt Albert War Memorial Reserve Car Park (AS1) - Permanent Works Plan AEE-MAIN-2.1A Rev ~~CD~~
 - (ii) Mt Albert War Memorial Reserve Car Park (AS1) - Construction Works Plan AEE-MAIN-2.2A Rev ~~DE~~
- (c) Appendix D: Noise Impact Assessment prepared by Marshall Day Acoustics, dated 6 March 2013;
- (d) Appendix E: Traffic Impact Assessment prepared by Traffic Design Group, dated 8 March 2013; and
- (e) Appendix F: Vibration Assessment prepared by Tonkin & Taylor, dated 8 March 2013.

DC.1B If the Car Park Site at the Mount Albert War Memorial Reserve, as described in the Notice of Requirement dated March 2013, is implemented, the designation area as set out in the Notice of Requirement dated August 2012 shall be removed from the Mount Albert War Memorial Reserve in accordance with Section 182 of the RMA.

DC.2. As soon as practicable following completion of commissioning of the Project, the Requiring Authority shall, in consultation with the Council:

- (a) review the extent of the area designated for the Project;
- (b) identify any areas of designated land that are no longer necessary for the ongoing operation, maintenance, renewal and protection of the wastewater interceptor and associated structures and activities;
- (c) identify any areas of the designation within road reserve that are no longer necessary as the completed infrastructure is otherwise provided for and adequately protected by provisions of the Local Government (Auckland Council) Act 2009 and Utilities Access Act 2010;
- (d) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified in b) and c) above, which are not required for the long term operation and maintenance of the Project; and
- (e) provide as-built plans to the Council's Team Leader, Compliance and Monitoring, Resource Consents.

DC.3 A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by the designation and construction work. The liaison person's name and contact details shall be advised to affected parties by the Requiring Authority. This person must be reasonably available for on-going consultation on all matters of concern to affected persons arising from the Project. If a liaison person will not be available for any reason, an alternative contact person shall be nominated to ensure that a Project contact person is available by telephone 24 hours per day seven days per week during the construction phase.

DC.4 The designation shall lapse on the expiry of a period of 15 years after the date it is included in the District Plan(s) in accordance with section 184(1)(c) of the RMA, unless:

- (a) it ~~has been~~ is given effect to before the end of that period; or
- (b) the Council determines, on an application made within 3 months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period for the purposes of this subsection.

Outline Plan of Works

DC.5 Except as provided for in Condition DC.6 below, the Requiring Authority shall submit an Outline Plan of Works (OPW) for the Project or for each Project stage in accordance with section 176A of the RMA. ~~An OPW may address more than one designated site.~~

Note: "Project stage" means a separable part of the Project, e.g. by Contract area or by geographical extent and may include one or more designated sites.

DC.6 An OPW need not be submitted if the Council has waived the requirement for an OPW in accordance with section 176A(2)(c) of the RMA.

DC.7 The OPW shall include the following Management Plans for the relevant stage(s) of the Project:

- (a) Construction Management Plan (CMP); ~~and~~
- (b) Traffic Management Plan (if not included in the CMP);
- (c) Communications Plan; and
- (d) Construction Noise and Vibration Management Plan (CNVMP); ~~and~~
- (e) ~~Reinstatement Plan (unless an Open Space Restoration Plan is required).~~

DC.7A The Reinstatement Plan required under Condition SR1 may be submitted as part of the above OPW or separately as part of a later OPW for the relevant stage(s).

DC.7B The OPW shall include design plans for any permanent above ground structures. The design of any permanent above ground structures shall take into account the following matters:

- (a) design of the buildings in reference to their location, landscape setting and adjoining land uses;
- (b) use of building materials which are sufficiently robust and minimise the potential for graffiti and vandalism;
- (c) landscaping to integrate with the Site Reinstatement plans required in Condition SR.1;
- (d) site configuration that maximises the use of Crime Prevention Through Environmental Design (CPTED) principles to achieve site security, and minimises the extent of additional security fencing; and
- (e) standard urban design principles.

~~DC.8 Landowner approval from the Council's Manager Parks, Sports and Recreation shall be obtained for each construction site located on reserve or open space land, prior to the commencement of any construction works.~~

Construction Management Conditions (CM)

~~8~~CM1. The Requiring Authority shall prepare a Construction Management Plan (CMP) or Plans for the Project overall or for each of the relevant Project stages. The purpose of the CMP(s) is to set out the detailed management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects arising from construction activities. The CMP(s) shall be provided to the Council with the relevant OPW for the stage ~~that~~ to which they relate ~~to~~.

~~9~~CM.2 The CMP(s) required by ~~Condition 8~~CM.1 above shall include specific details relating to the management of all construction activities associated with the Project or relevant Project stage, including:

- (a) Details of the site or project manager and the construction liaison person identified in Condition DC.3, including their contact details (phone, postal address, email address);
- (b) An outline construction programme;
- (c) The proposed hours of work;
- (d) Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal / storage of rubbish, storage and unloading of construction materials and similar construction activities;
- (e) Location of site infrastructure including site offices, site amenities, contractors yards site access, equipment unloading and storage areas, contractor car parking, and security;
- (f) Procedures for controlling sediment run-off, dust and the removal of soil, debris, demolition and construction materials (if any) from public roads or places adjacent to the work site;
- (g) Procedures for ensuring that residents, road users and businesses in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration and effects of the works;
- (h) Means of providing for the health and safety of the general public;
- (i) Procedures for the management of works which directly affect or are located in close proximity to existing network utility services;
- (j) Procedures for responding to complaints about construction activities;
- (k) Procedures for the refuelling of plant and equipment;

- (l) A Construction Noise and Vibration Management Plan(s) (CNVMP) containing measures to address the management of noise and vibration as identified in Condition ~~4~~CNV.1;
- (m) A Traffic Management Plan(s) (TMP) containing measures to address traffic management as identified in Conditions ~~TM.17-TM.3+9~~; ~~and~~
- (n) Measures for the protection of trees as identified in Condition ~~T.1-27~~; ~~and~~
- (o) Measures to be implemented to avoid, remedy or mitigate effects on and from the high voltage electricity transmission network, including:
 - ~~a~~ procedures detailing how the proposed works will be carried out in accordance with NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances;
 - procedures to manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear, to the overhead transmission lines;
 - procedures to ensure that no activity is undertaken during construction that would result in ground vibrations or ground instability likely to cause damage to the overhead transmission lines, including supporting structures;

These procedures to be developed in consultation with Transpower NZ Limited.

- (p) Measures to address CPTED issues within and around the construction site.

~~40~~CM.3 The CMP shall be implemented and maintained throughout the entire construction period for the Project or relevant Project stage to manage potential adverse effects arising from construction activities to the greatest practicable extent and shall be updated as necessary.

~~CM.4~~ At least 6 months prior to the occupation of any park or reserve, the Requiring Authority shall, in consultation and agreement with the Auckland Council, provide details of the:

- ~~(a) Final locations of Waterecare's infrastructure;~~
- ~~(b) Final locations for ongoing vehicular access;~~
- ~~(c) Final construction site areas;~~
- ~~(d) Parks infrastructure to be relocated prior to the occupation of park or reserve land (including playgrounds);~~
- ~~(e) Tree and vegetation removals or works in the vicinity of trees required to establish and operate the construction site and locate Waterecare's infrastructure.~~

~~CM.5~~ At least 20 working days prior to the occupation of any construction site on park or reserve, Waterecare shall, in consultation and agreement with the Auckland Council, provide details of the following for each construction site:

- ~~(a) Acoustic fencing or other noise attenuation measures to confirm compliance with NZS 6803:1999 "Acoustics - Construction Noise";~~
- ~~(b) Other fencing or measures to ensure construction sites are established and operated in a manner that will not endanger the public;~~
- ~~(c) Communications to be undertaken with stakeholders and surrounding residents;~~
- ~~(d) Vehicular access to and from the construction site;~~
- ~~(e) Public pedestrian access around the construction site;~~
- ~~(f) Measures/designs to address crime prevention through environmental design ("CPTED") issues within and around the construction site;~~
- ~~(g) Details of construction site design and methodology to limit effects on trees and vegetation;~~
- ~~(h) Lighting provisions which address both safety of pedestrians/users of the reserve and amenity of adjacent sites (using the (former) Auckland City Council Bylaw No. 13 Environmental Protection 2008 as a guide);~~
- ~~(i) Ongoing maintenance access requirements.~~

In addition, Waterecare shall, in relation to Western Springs (WS1):

- ~~(j) — Demonstrate how pedestrian access into the park will be maintained in a safe manner at all times throughout the construction works.~~
- ~~(k) — Demonstrate how the playing field can be used at all times throughout the construction works.~~

~~In addition, Waterecare shall, in relation to Western Springs Depot (L1S2):~~

- ~~(l) — Demonstrate how pedestrian access into the park will be maintained in a safe manner at all times throughout the construction works. In particular Waterecare's proposed vehicular access to the construction site shall take into account well frequented pedestrian routes to ensure ongoing pedestrian access and to minimise conflict.~~

Conditions applying to Transpower New Zealand Limited Infrastructure

~~CM.6 — The Construction Management Plan(s) above, shall include methods and measures to:~~

- ~~(a) — Ensure that the existing Mt Roskill sub station and the overhead transmission lines can be accessed for maintenance at all reasonable times, or emergency works at all times, during and after construction activities;~~
- ~~(b) — Appropriately manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear, to the infrastructure within the Mt Roskill sub station and the overhead transmission lines;~~
- ~~(c) — Ensure that no activity is undertaken during construction that would result in ground vibrations or ground instability likely to cause damage to the infrastructure within the Mt Roskill sub station, and the overhead transmission lines, including supporting structures;~~
- ~~(d) — Ensure that changes to drainage patterns and runoff characteristics do not result in adverse effects from stormwater on the foundations of any high voltage transmission line support structure;~~
- ~~(e) — Confirm that new planting will comply with the New Zealand Electricity (Hazards from Trees) Regulations 2003.~~

Construction Noise and Vibration Conditions (CNV)

~~1+CNV.1~~ A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared for ~~each site~~ the Project or relevant Project stage, either as part of the CMP, or as a standalone plan, and shall be prepared by a suitably qualified person.

~~1+2CNV.2~~ The CNVMP shall include specific details relating to the control of noise and vibration associated with all Project works. The CNVMP shall be formulated and the works implemented to achieve, as far as practicable, compliance with the requirements of:

- ~~(a) NZS6803:1999 Acoustics — Construction Noise, except as provided for in Condition CNV.5A below; and~~
- ~~(b) German Standard DIN 4150-3:1999 Structural Vibration – Effects of Vibration on Structures, except as provided for in Conditions CNV.5B, 5C and 6 below.~~

~~CNV.3~~ Noisy eConstruction works which, (that exceed a level of LAeq 45dB at the most exposed receiver(s)) are restricted to between 0730 to 1800 on weekdays and Saturdays, 0730 to 1500 on Saturdays with no noisy works permitted on Sundays and Public Holidays. The CNVMP shall define which activities will comply a limit of LAeq 45dB and can therefore be undertaken outside of these hours in compliance with condition CH.1.

~~1+3CNV.4~~ The CNVMP shall, as a minimum, address the following aspects with regard to construction noise:

- ~~(a) a description of noise sources, including machinery, equipment and construction techniques to be used;~~

- (b) predicted construction noise levels;
- (c) hours of operation, including times and days when noisy construction work and blasting would occur in compliance with condition CNV.3.4;
- (d) physical noise mitigation measures, including ~~prohibition~~ limiting the use of reverse alarms during night-time works, maintenance of access roads (to ensure they are smooth), acoustic screening around the site, plant selection and maintenance procedures, and site layout;
- (~~e~~) construction noise criteria for any specific areas and sensitive receivers such as schools, child care centres, medical or aged care facilities;
- (~~e~~f) the identification of activities and locations that will require the design of noise mitigation measures ~~such as temporary barriers or enclosures and the details of such measures where the Project noise criteria are predicted to be exceeded~~;
- (~~f~~g) the measures that will be undertaken by the Requiring Authority to communicate and obtain feedback from affected stakeholders on noise management measures ~~to affected stakeholders~~;
- (~~g~~h) ~~development of alternative management strategies where full compliance with NZS6803:1999 cannot be achieved, the CNVMP shall set out the Best Practicable Option for the mitigation of the noise levels specific to each activity for each site, including physical mitigation, restrictions on hours for the noisy work, consultation and monitoring~~ set out the methodology for handling non-compliances (including drafting site specific CNVMPs) so that the Best Practicable Option is adopted;
- (~~h~~i) methods for monitoring and reporting on construction noise, including additional monitoring required for activities that cannot comply with the criteria in NZS6803:1999;
- (~~i~~j) methods for receiving and responding to complaints about construction noise; and
- (~~j~~k) construction operator training procedures.

14CNV.5 The CNVMP shall also describe measures adopted to meet the requirements of German Standard DIN4150-3:1999, and as a minimum shall address the following aspects with regard to construction vibration:

- (a) vibration sources, including machinery, equipment and construction techniques to be used;
- (~~b~~) ~~hours of operation~~;
- (~~e~~) ~~provision for the determination of buildings that require pre-condition surveys to be re-evaluated following test blasts at the commencement of blasting~~;
- ~~d~~(b) preparation of building condition reports on 'at risk' buildings prior to, during and after completion of works, where for the purposes of this condition an 'at risk' building is one at which the levels in the German Standard DIN4150-3: 1999 are likely to be approached or exceeded;
- ~~e~~(c) ~~provision for the use of building condition surveys to determine the sensitivity of the building(s) on the adjacent sites to ground movement in terms of the Line 1-3 criteria of the DIN standard~~;
- (d) provision for the determination of buildings that require post-condition surveys to be undertaken following the commencement of blasting;
- ~~f~~(e) identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry) including Plant and Food Research (at 118-120 Mt Albert Road, Mt Albert), the Institute of Environmental Science and Research (Hampstead Road, Sandringham) and Caltex Western Springs (at 778-802 Great North Road, Grey Lynn);
- ~~g~~(f) alternative management and mitigation strategies where compliance with German Standard DIN4150-3:1999 cannot be achieved.
- ~~h~~(g) the measures that will be undertaken by the Requiring Authority to communicate and obtain feedback from affected stakeholders on vibration management measures ~~to affected stakeholders~~;

- h) methods for monitoring and reporting on construction vibration; and
- i) methods for receiving and responding to complaints about construction vibration.

CNV.5A Blasting activities may exceed the limits of NZS6803:1999 Acoustics — Construction Noise subject to the following:

- a) where there is less than 20 blasts to be undertaken on the site over the entire project, the air overpressure limit shall be L_{peak} 128dBZ; and
- b) where there is more than 20 blasts to be undertaken on the site over the entire project, the air overpressure limit of L_{peak} 122dBZ shall not be exceeded more than 5% of the time, and no blast shall exceed L_{peak} 128dBZ.

CNV.5B The Guideline vibration limits set out in DIN 4150-3:1999 may be exceeded for up to 5% of the blasts as measured over any twenty blasts on the foundation of any building outside the designation boundary. However, no blasting activities shall exceed 10mm/s irrespective of the frequency of the blast material, unless CNV.6 applies.

CNV.5C Construction activities identified in the Central Interceptor - Vibration Assessment, Tonkin & Taylor, July 2012 as being at a "High Risk" of exceeding the DIN 4150-3:1999 shall be conducted so that not more than 5% of the activities undertaken (measured over at least 20 representative samples of the relevant activity on any residential building) exceed the relevant criterion in DIN 4150-3:1999 and no activity shall exceed 10mm/s irrespective of the frequency of the activity measured, unless CNV.6 applies.

CNV.6 The Guideline vibration limits set out in DIN4150-3:1999 must not be exceeded more than 5% of the time except where the Requiring Authority can demonstrate to the satisfaction of the Council:

- a) that the receiving building(s) are capable of withstanding higher levels of vibration and what the new vibration limit is. The investigation required to demonstrate this must include an assessment of the building(s) by a suitably experienced and qualified structural engineer and a full pre-condition survey; and
- b) that the Requiring Authority has agreed with the building owner(s), that a higher limit may be applied.

CNV.7 The CNVMP shall be implemented and maintained throughout the entire construction period and shall be updated when necessary.

Operational Noise Conditions (ON)

ON.1 The noise arising from any operational activities undertaken on the designated land, shall not exceed the following noise limits when measured within at the boundary of any site zoned as follows:

Residential		
Day	Time	Noise Limit*
Any day	0700-2200 hours	50 dB L_{Aeq}
Any day	2200-0700 hours	40 dB L_{Aeq} 75 dB L_{Amax}
Business		
Day	Time	Noise Limit

Any day	At all times	60 dB L _{Aeq}
--------------------	--------------	------------------------

*Note: These noise limits relate to noise generated by the normal operation of permanent works associated with the Project and do not apply to short term maintenance activities.

Traffic Management Conditions (TM)

~~17~~TM.1 A detailed Traffic Management Plan (TMP) or plans shall be prepared for the Project or relevant Project stage, either as part of the CMP or as a standalone plan, and shall be prepared by a suitably qualified person.

~~18~~TM.2 The TMP(s) shall describe the measures that will be taken to avoid, remedy or mitigate the traffic effects associated with construction of the Project or Project stage. In particular, the TMP(s) shall describe:

- (a) Traffic management measures to maintain or minimise impact on traffic capacity at peak hours during weekdays and weekends;
- (b) Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;
- (c) Methods to manage the effects of the delivery of construction material, plant and machinery;
- (d) Measures to maintain, where practicable, existing vehicle access to property or to provide alternative access arrangements;
- (e) Measures to maintain, where practicable, pedestrian access on roads and footpaths adjacent to the construction works. Such access shall be safe, clearly identifiable and seek to minimise significant detours;
- ~~(f)~~ Measures to manage any potential effects on school children at / around education facilities; and
- ~~(g)~~ Measures to manage any potential construction traffic related effects on pedestrians and/or traffic associated with large-scale events in parks and reserves; and
- ~~(h)~~ Any proposed monitoring to measure the impact of the works on traffic and the impact of the traffic management measures. ~~If safety or operational issues are evident, means to measures to be implemented to address these issues this will be implemented and could include restricting truck access during peak commuter periods (7am to 9 am and 4pm to 6pm weekdays).~~

~~19~~TM.3 The TMP(s) shall be consistent with the New Zealand Transport Agency *Code of Practice for Temporary Traffic Management* which applies at the time of construction.

~~TM.3A~~ Any damage in the road corridor directly caused by heavy vehicles entering or exiting construction sites within the designated land shall be repaired as soon as practicable or within an alternative timeframe to be agreed with Auckland Transport.

Public carparking at Mt Albert War Memorial Reserve Car Park Site

~~TM.3B~~ In the event that construction activities reduce the number of carparks available to users of the Mt Albert War Memorial Reserve, the Requiring Authority shall, in consultation with Auckland Council Parks, Sports and Recreation and the Albert-Eden Local Board, identify suitable alternative carparking and shall establish at its cost alternative carparks sufficient to address the parking lost during construction activities within the Reserve.

~~TM.3C~~ The Requiring Authority shall provide a plan of the layout of any alternative carparking and associated works established in condition TM.3B above to the Council as part of the OPW for the Mt Albert War Memorial Reserve site. The plan must demonstrate that the proposed

carparking location and layout complies with relevant Council standards, and provides sufficient carparking to address parking lost during construction activities within the Reserve.

TM.4 Site specific Traffic Management Conditions

(a) Vehicle Access

Should the proposed access to the site be unable to cater for two way traffic, specific measures to manage the access shall be provided by the Requiring Authority to ensure safe ingress and egress from the site, minimise reverse movements on to the road network, and prevent blocking of the road for the following sites: Haverstock Road (AS3), Walmsley Park (AS4), Keith Hay Park (AS5), Rawalpindi Reserve (L2S1), Miranda Reserve (L3S2), and Dundale Avenue (L3S4).

(b) Contractor Parking

Should the site provide inadequate parking internally to accommodate all contractor parking, the Requiring Authority shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and or reduce contractor parking demand for the following sites: Haverstock Road (AS3), Walmsley Park (AS4), Keith Hay Park (AS5), Pump Station 23 (AS6), Kiwi Esplanade (AS7), Motions Road (L1S1), Rawalpindi Reserve (L2S1), Norgrove Avenue (L2S2), Pump Station 25 (L3S1), Miranda Reserve (L3S2), Whitney Street (L3S3), Dundale Avenue (L3S4), and Haycock Avenue (L3S5).

(c) The Requiring Authority shall, in relation to Western Springs (WS1):

(i) Minimise the number of trucks entering the site from Bullock Track during peak travel periods and ensure that no more than five truck movements per hour enter the site from Bullock Track during peak commute periods (7 to 9 am and 4 to 6 pm weekdays). In addition, monitoring of the operation and safety of the intersection of Great North Road/Bullock Track (if not signalised), including queue lengths, gap acceptance and crash records will be collected on a bi-monthly basis by the Requiring Authority and submitted to Auckland Transport. If the safety record worsens, then the Requiring Authority will limit truck movements using Bullock Track during peak commute periods (7 to 9 am and 4 to 6 pm weekdays);

(ii) Ensure any changes that are required to the access from the Bullock Track be carried out in a manner that maintains pedestrian priority and safeguards pedestrian safety;

(i) Provide a pedestrian crossing facility at the northern end of Stadium Road if heavy vehicle movements are not restricted during major events occurring at Western Springs Stadium.

(d) The Requiring Authority shall, in relation to Haverstock Road (AS3) ensure that the site will not be accessed via Hampstead Road.

(e) The Requiring Authority shall, in relation to Walmsley Park (AS4) ensure that the site includes the use of onsite spotters at the access.

(f) The Requiring Authority shall, in relation to Keith Hay Park (AS5) ensure that:

(i) Contractor parking is not permitted on Rainford Street during events and periods of high use at Keith Hay Park (including Saturdays);

(ii) No vehicles related to the works shall access the Keith Hay Park (AS5) site via Gregory Place during construction;

(iii) Construction driver education programmes are provided, particularly in relation to the site and use of adjacent community facilities.

(g) The Requiring Authority shall, in relation to Pump Station 23 (AS6) ensure that:

(i) Truck and trailer (tandem dump trucks) are not permitted to be used at the site unless agreement is gained from the adjacent property owner to use their driveway to help trucks access the site;

- ~~(ii) Any damage caused within the Road Corridor by site vehicles will be reinstated and or remedied to the satisfaction of Auckland Transport unless otherwise agreed between the Requiring Authority and Auckland Transport.~~
- ~~(h) The Requiring Authority shall, in relation to Kiwi Esplanade (AS7) ensure that contractor parking will not be permitted on the reserve road leading to Manukau Yacht and Motor Boat Club nor within the parking within the reserve unless agreed to by Auckland Council.~~
- ~~(i) The Requiring Authority shall, in relation to Motions Road (L1S1) ensure that:

 - ~~(i) Contractor parking will not be permitted on Motions Road during weekends or school holidays;~~
 - ~~(ii) The vehicle crossing to the Motions Road site shall be no more than 8 m wide.~~~~
- ~~(j) The Requiring Authority shall, in relation to Western Springs Depot (L1S2) ensure that heavy vehicle movements will be restricted from occurring at the site during major events at Western Springs Stadium.~~
- ~~(k) The Requiring Authority shall, in relation to Norgrove Avenue (L2S2) ensure that the CTMP for the site identifies that heavy vehicles associated with the construction works should not turn right at Asquith Avenue and include means of how this will be communicated to drivers.~~
- ~~(l) The Requiring Authority shall, in relation to Pump Station 25 (L3S1) ensure that heavy vehicle movements at the Pump Station 25 (L3S1) site are restricted to right in/right out only.~~
- ~~(m) The Requiring Authority shall, in relation to Miranda Reserve (L3S2):

 - ~~(i) Provide a suitably qualified traffic controller who will assist pedestrians across the vehicle crossing during times that vehicles are accessing the site during construction.~~
 - ~~(ii) Undertake the necessary consultation and seek approvals from Auckland Transport for the temporary relocation of the existing bus stop. Upon completion of the construction works, the Road Corridor shall be reinstated to the satisfaction of Auckland Transport unless otherwise agreed between the Requiring Authority and Auckland Transport.~~~~
- ~~(n) The Requiring Authority shall, in relation to Whitney Street (L3S3) ensure that:

 - ~~(i) The CTMP for the site will consider all available means to maintain two way traffic flow for as much time as possible during the construction period.~~
 - ~~(ii) The CTMP for the site will consider and provide safe pedestrian access to and from the local shops and across Whitney Street north of the construction site.~~~~
- ~~(o) The Requiring Authority shall, in relation to Haycock Avenue (L3S5) ensure that truck movements to and from the site are restricted to left in/left out unless an approved Temporary Traffic Management Plan has been implemented that allows right turns.~~
- ~~(p) The Requiring Authority shall, in relation to the Mt Albert War Memorial Reserve (Car Park site) ensure:

 - ~~(i) In the event that construction activities reduce the number of carparks available to users of the Mt Albert War Memorial Reserve, that the Requiring Authority construct, at its cost, at least 25 alternative carparks that are sufficient to service the community facilities on the Reserve, and provide a further 40 parking spaces during major events at the Reserve. Major events include but are not limited to the Albert Eden Schools Cultural Festival, Thai New Year celebrations, and Christmas in Rocket Park.~~
 - ~~(ii) That a plan of the layout of any alternative carparking and associated works in condition (i) above is provided to the Manager Major Infrastructure as part of an outline plan of works at the Mt Albert War Memorial Reserve. The plan must demonstrate that the proposed carparking layout complies with relevant~~~~

- ~~Council standards, and provides sufficient carparking to service the community facilities located within the Reserve;~~
- ~~(iii) Following consultation with the landowner to identify opportunities to enhance the existing infrastructure, any temporary parking provision and changes to access within Mt Albert War Memorial Reserve will be returned to its original arrangement following the completion of the construction works by the Requiring Authority.~~
- ~~(iv) Prior to the start of the construction works, a temporary footpath will be designed and constructed to the satisfaction of the Manager Parks Sports Recreation to connect the Mt Albert Recreation Centre with the north-south path through the reserve.~~
- ~~(q) The Requiring Authority shall, in relation to May Road (WS2) ensure that:~~
- ~~(i) A traffic management system is implemented so that priority is given to inbound vehicles over outbound vehicles at the site entrance to the May Road (WS2) site from Roma Road, as indicated in Figures 12a and 12b (Traffic Design Group letter dated 6 May 2013), with the addition of procedures that minimise the need for a truck on Roma Road destined for the construction site to need to wait on Roma Road while another truck exits;~~
- ~~(ii) The management system provides that vehicles exiting are held in a suitable location on the accessway that allows a truck entering from Roma Road to use the whole width of the crossing at Roma Road in order to minimise the need to cross the centreline of Roma Road. Those truck drivers accessing the site need to be instructed on the traffic management system and monitoring should be undertaken by the Requiring Authority to ensure that it is being applied appropriately. If safety or operational issues occur, then the Requiring Authority will adjust the system to minimise impacts on traffic on Roma Road.~~
- ~~(r) The Requiring Authority shall, in relation to the Western Springs Interchange ensure that monitoring is undertaken of the truck movements at the construction site adjacent to the Caltex Station during construction works. If safety or operational issues are evident, means to address this will be implemented and could include restricting truck access during peak commuter periods (7am to 9 am and 4pm to 6 pm weekdays).~~

Pedestrian Management Condition (PM)

~~20PM.1~~ Where works in parks or reserves impact on existing pedestrian or cycle ways, alternative temporary accessways shall be provided. Any temporary accessways shall be designed as far as practicable in accordance with CPTED (Crime Prevention Through Environmental Design) principles and provide appropriate lighting and signage where necessary.

Works Within Road Reserve Condition (W)

~~24W.1~~ The Requiring Authority shall not require Auckland Transport or network utility operators with existing infrastructure within the road reserve to seek written consent under Section 176 of the RMA for routine access, inspection and maintenance of existing assets.

~~22W.2~~ Works within transport corridors shall be undertaken ~~On completion of construction within Council roads, the works area shall be reinstated~~ in accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors (November 2011), or any approved update of that code which applies at the date of this Notice, unless otherwise agreed between the Requiring Authority and the Corridor Manager~~Auckland Transport~~.

~~W.3~~ A Corridor Access Request (CAR) shall be submitted to Auckland Transport for each road on which work will be undertaken via the beforeudig <http://www.beforeudig.co.nz/> CAR process. The CAR will include but not be limited to information on:

- ~~• Project Manager name and contact details~~
- ~~• Contractor name and contact details~~
- ~~• Contract / project name and or reference number~~
- ~~• A reasonable description of the work to be undertaken on the specific road covered by the CAR~~
- ~~• Start and end dates for the specific road covered by the CAR~~
- ~~• A site specific temporary traffic management plan as described under the Traffic Management Conditions~~

Advice Notes:

- ~~• Each CAR shall be submitted at least 20 working days prior to the anticipated start date of the work covered by the specific CAR~~
- ~~• Applications for complete road closures shall be submitted at least 30 working days prior to the anticipated closure date~~
- ~~• Work on the road reserve covered by the specific CAR shall not commence until the applicant is in possession of a Works Approval Permit (WAP) from Auckland Transport~~
- ~~• All work shall be carried out in accordance with The National Code of Practice for Utility Operators' Access to Transport Corridors and any other CAR specific conditions agreed between Auckland Transport and Waterecare Services.~~

Construction Hours Conditions (CH)

~~23~~CH.1 Construction hours shall be generally as follows, except where work is necessary outside the specified days or hours for the purposes specified in Condition 24CH.2 below.

- (a) Tunnelling activities – 24 hours a day, 7 days a week operations for all tunnelling activities, including the main tunnel works and the link tunnels.
- (b) General site activities – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday, ~~and with hours extended during summer daylight saving periods as required.~~
- (c) Truck movements – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday.

~~Exceptions to these are included in Condition CH.3.~~

24CH.2 Purposes for which work may occur outside of the specified days or hours are:

- (a) where it is necessary to complete an activity that has commenced;
- (b) where work is specifically required to be planned to be carried out at certain times e.g. to tie into the existing network during periods of low flow, or to tie into tidal cycles for works in the CMA.
- (c) for delivery of large equipment or special deliveries required outside of normal hours due to traffic management requirements;
- (d) in cases of emergency;
- (e) for the securing of the site or the removal of a traffic hazard; and/or
- (f) for any other reason specified in the an approved CMP or TMP.

~~CH.3~~ Truck movements are restricted from entering and exiting sites in proximity to schools and colleges between 8:15 am and 9:15 am and 2:45pm and 3:15 pm Monday to Friday during school and college term times. This includes, although is not limited to the following sites: Mt Albert War Memorial Reserve (Car Park site), Walmsley Road (AS4), Motions Road (L1S1), Pump Station 25 (L3S1) and Miranda Reserve (L3S2).

~~CH.4 Heavy vehicles associated with the construction works at the Mt Albert War Memorial Reserve site must only turn left from Wairere Avenue onto New North Road when leaving the site.~~

~~CH.5 Heavy vehicle movements associated with the construction works at the Mt Albert War Memorial Reserve site must cease during any major event occurring at the Reserve, including but not limited to the Albert Eden Schools Cultural Festival, Thai New Year celebrations and Christmas in Rocket Park.~~

Community Information and Liaison Conditions (CIL)

~~25CIL.1~~ The Requiring Authority shall prepare a Communications Plan (CP) for the construction phase of the Project ~~or for each Project stage.~~ The CP may be prepared on a site by site basis or may address all construction sites. ~~The CP shall~~ setting out:

- (a) the method(s) of consultation and liaison with key stakeholders and the owners/occupiers of neighbouring properties regarding the likely timing, duration and effects of works.
- (b) details of prior consultation or community liaison undertaken with the parties referred to in (a) above, including outlining any measures developed with such persons or groups to manage or to mitigate any adverse effects or inconvenience that may arise; ~~and~~
- (c) full contact details for the person appointed in accordance with condition DC.3 to manage the public information system and be the point of contact for related enquiries; ~~and-~~
- (d) the information required by conditions CNV.4(g) and (j) and CNV.5(g) and (i).

~~26CIL.2~~ ~~The Requiring Authority shall submit the CP to the Council at least one (1) month prior to construction commencing on any defined stage.~~

Tree Management Conditions (T)

~~27T.1~~ ~~The following matters shall be included when providing~~ Requiring Authority shall provide details in the CMP as to how the potential impacts of construction on trees and vegetation will be managed ~~(as required by Condition 9) in consultation with the Manager Parks, Sports and Recreation, for approval of the Council (as required by condition CM.2).~~ The details shall provide for the:

- (a) Identification of trees to be protected, pruned, removed, or transplanted and procedures for marking these out on site.
- ~~(b)~~ The proposed location for any transplanted trees, including detail of any required landowner agreements if these locations are outside of the designated area.
- ~~(bc)~~ Procedures for identifying and protecting significant trees to be retained where works occur in the dripline of such trees as identified by a suitably qualified person.

Archaeology and Heritage Conditions (AH)

~~28AH.1~~ Detailed protocols for the management of archaeological and waahi tapu discoveries shall be developed by the Requiring Authority in consultation with tangata whenua and the New Zealand Historic Places Trust prior to construction. These detailed protocols shall confirm the names and contact details for both tangata whenua and the New Zealand Historic Places Trust to be contacted in accordance with Condition ~~AH.2-29~~ below.

~~29AH.2~~ Subject to Condition ~~30AH.3~~ below, if any archaeological sites, including human remains are exposed during site works then the following procedures shall apply:

- (a) Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease.

- (b) The Requiring Authority shall immediately secure the area so that any artefacts or remains are untouched.
- (c) The Requiring Authority shall notify tangata whenua, the New Zealand Historic Places Trust and the Council (and in the case of human remains, the New Zealand Police) as soon as practicable, and advise those parties that an archaeological site has been exposed so that appropriate action can be taken. Works shall not recommence in the immediate vicinity of the archaeological site until approval is obtained from the New Zealand Historic Places Trust.

~~30AH.3~~ Condition ~~AH.229~~ above shall not apply where the Requiring Authority holds all relevant approvals under the Historic Places Act 1993, apart from the requirement to contact the New Zealand Police in the case of discovery of human remains.

~~AH.4 That the Council's built heritage implementation team be included in the team that selects an appropriate design and construction methodology to mitigate any effects on the foundations of scheduled heritage buildings.~~

~~AH.5 Watercare must, at least one month prior to demolition, destruction or removal of structure/s at Miranda Reserve (PS25) and Mangere Wastewater Treatment Plant (WS3), contact the Team Leader Built Heritage Implementation to advise of the impending demolition, destruction or removal. Watercare shall provide access to the Team Leader Built Heritage Implementation, or his nominee, to enable photographic records to be taken using photogrammetry techniques.~~

Roy Clements Treeway Vegetation Enhancement Plan

RC.1 A Vegetation Enhancement Plan shall be prepared that sets out proposed works that the Requiring Authority will undertake within the Roy Clements Treeway to mitigate effects of vegetation removal at the Lyon Avenue construction site. The Plan shall be prepared by a suitably qualified person.

RC.2 The Vegetation Enhancement Plan shall be prepared in consultation with the owners of land on which the mitigation works are to be carried out, the Council, the Albert – Eden Local Board, Mana whenua, and established community groups or environmental organisations having an interest in restoration and enhancement works on the land. The objectives of the Plan shall be to enhance amenity and ecological values of the Meola Creek riparian habitats and vegetation between Fergusson Reserve and Alberton Avenue. The mitigation works to be set out in the Plan may include planting and weed control, and shall be integrated with any other works planned in this area by the Council.

RC.3 The Vegetation Enhancement Plan shall be submitted to the Council for approval (such approval not to be unreasonably withheld) within 2 years of the date on which this designation is included in the district plan.

RC.4 The Requiring Authority shall use its best endeavours to obtain agreement for the proposed works from the owners of the land on which the work is to be undertaken.

RC.5 The works described in the Vegetation Enhancement Plan (excluding those within the designated area at the Lyon Avenue construction site) shall be implemented within two years of the Plan being approved, subject to the agreement of the owners of land on which the work is to be undertaken and subject to the Requiring Authority obtaining all necessary approvals or consents required to undertake the works described.

Site Reinstatement and Open Space Restoration Conditions (SR)

~~31~~SR.1 Prior to commencement of works at each of the following all surface construction sites, the Requiring Authority shall prepare a Reinstatement Plan for the site, in consultation with the landowner(s):

- ~~• Lyon Avenue (AS2)~~
- ~~• Haverstock Road (AS3)~~
- ~~• May Road (WS2)~~
- ~~• Keith Hay Park (AS5) (privately owned land, excluding the park)~~
- ~~• PS23 (AS6)~~
- ~~• Whitney Street (L3S3)~~
- ~~• Dundale Avenue (L3S4)~~
- ~~• Haycock Avenue (L3S5)~~

The plan shall include:

- (a) Any existing structures or features on the site to be protected during works or reinstated on completion of works.
- (b) The location and design of permanent wastewater infrastructure to remain at the site including the design of lid structures and chamber covers.
- (c) The location and design of permanent access to the wastewater infrastructure. As far as practicable, permanent all-weather access for heavy vehicles shall minimise areas of new impermeable surfaces and, in open space areas, the use of grass cell, or similar, shall be considered.
- (d) Details of proposed landscaping and planting, including implementation and maintenance programmes.
 - For sites that are in proximity to transmission lines, the species used shall be suitable in terms of plant height at maturity to maintain appropriate separation distances from the transmission lines.
 - For sites that are adjacent to residential properties, and have above ground structures, specific mitigation planting shall be included to provide visual screening of the structures from residential properties.
 - For sites in parks and reserves, the Reinstatement Plan shall include, but not be limited to, the following:
 - Details of the restoration of the park or reserve infrastructure to at least the same standards and specifications as existing at the time of the works; and
 - Reinstatement of all pedestrian linkages and walkways affected by construction.

SR.1A32 The Reinstatement Plan for construction sites in parks and reserves shall be designed to integrate as far as practicable with park development and management plans of Auckland Council, the Auckland Design Manual - Parkland Design Guidelines (Draft 2013), and designed in accordance with CPTED (Crime Prevention Through Environmental Design) principles.

SR.1B33 The Reinstatement Plan for the Lyon Avenue construction site shall be designed to integrate with the Roy Clements Treeway Vegetation Enhancement Plan required by Condition ~~✗~~ RC.1 above, and designed in accordance with CPTED (Crime Prevention Through Environmental Design) principles.

~~SR.2~~ In addition, the Reinstatement Plans for the Keith Hay Park (AS5) and May Road (WS2) sites shall include specific visual mitigation planting adjacent to boundaries with adjoining residential.

~~• The Reinstatement Plan shall be submitted with an Outline Plan of Works.~~

~~SR.3 Prior to commencement of works at each of the following parks or reserves, the Requiring Authority shall prepare a Open Space Restoration Plan to outline how the park or reserve will be reinstated on completion of construction for handover back to the Council:~~

- ~~(a) Western Springs (WS1)~~
- ~~(b) Western Springs Depot (L1S2)~~
- ~~(c) Western Springs Interchange~~
- ~~(d) Motions Road (L1S1)~~
- ~~(e) Mt Albert War Memorial Reserve (Car Park site)~~
- ~~(f) Rawalpindi Reserve (L2S1)~~
- ~~(g) Norgrove Reserve (L2S2)~~
- ~~(h) Walmsley Reserve (AS4)~~
- ~~(i) Keith Hay Park (AS5) (the open space land to the north west of 22 Gregory Place)~~
- ~~(j) Miranda Reserve (PS25), off Miranda Street (L3S1)~~
- ~~(k) Miranda Reserve, off Blockhouse Bay Road (L3S2)~~
- ~~(l) Kiwi Esplanade Reserve (AS7)~~

~~SR.4 All Open Space Restoration Plans shall include, but not be limited to the following:~~

- ~~(a) Details of the restoration of the park or reserve infrastructure to at least the same standards and specifications as existing at the time of the works, or as confirmed to be constructed as part of any funded restoration works (for example restoration works to be undertaken as part of SH20);~~
- ~~(b) Details of any vehicular access through the park or reserve;~~
- ~~(c) Inclusion and detailing of all public pedestrian and designed cycle linkages including the reinstatement of all pedestrian linkages and walkways affected by construction;~~
- ~~(d) Implementation programmes for planting reinstatement, including a 2 year maintenance programme;~~
- ~~(e) Replacement planting shall be provided at a minimum of a two for one basis for any tree removals, unless agreed in writing with the Council's Manager, Parks, Sports and Recreation – Central;~~
- ~~(f) Details of all hard landscaping materials, dimensions and specifications;~~
- ~~(g) Details of new lid structures and chamber covers including their design, layout, and associated contouring of ground;~~
- ~~(h) Upgrading and replacement of existing Waterecare manholes and access shafts within the reserves so they are flush with the ground;~~
- ~~(i) Design in accordance with CPTED (Crime Prevention Through Environmental Design) principles;~~
- ~~(j) Integration with, as far as practicable, park development and management plans of Auckland Council; and~~
- ~~(k) Liaison with Auckland Transport to identify opportunities to enhance walking and cycling infrastructure, and confirm design standards for walking, cycling and vehicle access;~~

~~SR.5 Permanent access to the Requiring Authority's wastewater infrastructure is to be provided by way of reinforced grass ('Grass Cell' or similar as recommended in the Boffa Miskell, Assessment of Landscape and Visual Effects prepared for Waterecare Services Limited dated 26 July 2012) except in those instances where permanent access can be incorporated within existing roads or paths. For the avoidance of doubt reinforced grass access is to be used at the following locations:~~

- ~~• Western Springs (WS1)~~
- ~~• Mount Albert War Memorial Reserve (Car Park site)~~
- ~~• Lyon Avenue (AS2)~~
- ~~• Haverstock Road (AS3)~~
- ~~• Walmsley Park (AS4)~~
- ~~• May Road (WS2)~~
- ~~• Motions Road (L1S1)~~

- ~~• Rawalpindi Reserve (L2S1)~~
- ~~• Norgrove Avenue (L2S2)~~
- ~~• Miranda Reserve PS25 (L3S1)~~
- ~~• Miranda Reserve (L3S2)~~
- ~~• Dundale Avenue (L3S4)~~

~~SR.6 The OPW shall include a standard design for lid structures and chamber covers. The designs shall seek to reduce visual clutter and shall be assessed against the following criteria:~~

- ~~(a) Consistency of materials and 'design language';~~
- ~~(b) Simplicity (clean lines) of appearance;~~
- ~~(c) Consistency of orientation / alignment of lid structures / chamber covers within a site;~~
- ~~(d) Avoidance of unnecessary duplication of structures and covers;~~
- ~~(e) Flush mounting with the ground; and~~
- ~~(f) Potential to bury large lid structures (or parts thereof) beneath a covering of topsoil and grass as far as practical.~~

~~SR.7 The OPW shall include architectural plans for new buildings (including air treatment facilities and ventilation stacks) at the following locations:~~

- ~~• Western Springs (WS1)~~
- ~~• Miranda Reserve PS25 (L3S1)~~
- ~~• Frederick Street PS23 (AS6)~~
- ~~• Kiwi Esplanade (AS7)~~

~~The plans shall be submitted to the Manager Urban Design for review and comment. The final plans shall be submitted to the Manager Major Infrastructure for approval as part of an OPW at least 1 month prior to the commencement of construction of the Project. The architectural designs shall satisfy the following criteria:~~

- ~~(a) The extent to which the building is appropriate to its context and minimises potential adverse effects on the amenity of the surroundings (including neighbouring properties);~~
- ~~(b) That the building is constructed of quality materials which are sufficiently robust and treated that they remain adverse to graffiti and vandalism;~~
- ~~(c) The extent to which the building is visually recessive through use of appropriate colours, textures and modulation;~~
- ~~(d) The extent to which buildings are designed to avoid inappropriate scale through such techniques as modulation of building form, articulation of building components, and use of architectural detail;~~
- ~~(e) The extent to which the site design (including the design of lid structures, and access ways) avoids visual clutter;~~
- ~~(f) The extent to which any landscaping visually anchors the building and enhances amenity and/or natural values of the surroundings; and~~
- ~~33(g) The extent to which the design satisfies CPTED principles.~~

~~SR.8 The Western Springs (WS1) Open Space Restoration Plan shall include provision to cover the large diameter lids with topsoil and grass as far as practical.~~

~~SR.9 The Kiwi Esplanade (AS7) Open Space Restoration Plan shall include transplanting the existing pohutukawa trees within the construction site in consultation with Council's Manager Parks, Sport, Recreation to elsewhere in the reserve.~~

~~SR.10 The Open Space Restoration Plans shall be prepared in consultation with the Auckland Council. The Council shall identify the key stakeholders to be consulted.~~

~~SR.11 Each Open Space Restoration plan shall be submitted to the Council's Manager Major Infrastructure within 1 month of construction commencing in the specific areas affecting the park or reserve.~~

~~SR.12 Timing of the implementation of all Open Space Restoration Plans shall be agreed with the Council's Manager, Local and Sports Parks and if possible shall coincide with other upgrading or restoration works planned for the park or reserve area (such as those being undertaken for the SH20 project). In the event the timing of implementation is not otherwise agreed, Open Space Restoration Plans shall be implemented within 6 months of practical completion of construction works.~~

~~34~~SR.13 When contractors' yards or other temporary works areas are no longer required for any construction or operational purpose, site works, including site offices, storage and equipment sheds, fencing and hard stand areas shall be removed and the area reinstated in accordance with ~~either condition SR.1 or condition SR.3~~Condition 31 above.

Urban Design Condition (UD)

~~UD.1 The Requiring Authority shall adopt a standard design for lid structures and chamber covers at ground level to minimise visual clutter in areas such as parks and reserves.~~