

TO Craig Cairncross, Acting Manager Central South

FROM Lee-Ann Lucas – Senior Policy Planner

DATE 27 May 2024

SUBJECT **Alteration to Designation 9468 Grey Lynn Tunnel in accordance with s181(3) of the Resource Management Act.**



I request an update to the AUP as outlined below:

Reason for update	Alteration to designation confirmed
Chapter(s)	Chapter K – Designations Watercare Services Limited
Designation only	
Designation # 9468	Grey Lynn Tunnel Watercare Services Limited
Location:	42, 44, 46, and 48 Tawariki Street, 183 Richmond Road, and Tawariki Street road reserve, Grey Lynn
Lapse Date	10 years from inclusion in the Auckland Unitary Plan, in accordance with section 184(1) of the RMA
Purpose	Construction, operation, and maintenance of wastewater infrastructure.
Changes to text (shown in underline and strikethrough)	<p>The alteration seeks to amend the following conditions of the original designation (Refer Attachment 1 – Recommendation report) –</p> <ul style="list-style-type: none"> • Amend Condition 1.1 to include relevant amended documents and diagrams to support the proposed alteration • Include Condition 2.2 to address the construction of a fence within an existing floodplain and Overland Flow Path • Amend Conditions 3.6 and 3.8 to specify properties now impacted by the noise and vibration effects of the proposed extension of the designated area • Amend conditions 12.1 and 12.2 to specify the properties that will now be visually impacted by the proposed extension of the designated area <p>As per attachment 4</p>
Changes to diagrams	N/A

Changes to spatial data



Designation 9468 Grey Lynn Tunnel area extended to include 42 Tawariki Street and Road reserve in front as outlined in red. This diagram is also included in Attachment 1.

As per attachment 6

Attachments

Attachment 1 – Confirmation report – Notice of Requirement for a minor alteration to a designation under S181(3) of the RMA

Attachment 2 – Grey Lynn Tunnel: Changes to Tawariki Street secondary shaft – Alteration to Designation - Notice of Requirement and AEE – prepared by Tonkin and Taylor dated Nov 2022

Attachment 3 – Combined – Specialist reports

Attachment 4 – Watercare Services Ltd Central Schedule and Designation 9468 Updated text (strikethrough/underlined)

Attachment 5 - CI20A memorandum to correct Designation 9468 Grey Lynn Tunnel text

Attachment 6 – Watercare Services Ltd Central Schedule and Designation 9468 Updated text (clean)

Attachment 7 – Updated GIS Viewer

Maps prepared by:

Aching Konyak
Geospatial Specialist

Text Entered by:

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Authorised by:

Craig Cairncross
Acting Manager Planning – Central South –
Plans and Places

Signature:

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Attachment 1

**Confirmation Report – Notice of Requirement for a minor alteration
to a designation under s181(3) of the RMA**

Notice of requirement for a minor alteration to a designation under section 181(3) of the Resource Management Act 1991



Notice of requirement description

Designation number:	9468 Grey Lynn Tunnel
Requiring authority:	Watercare Services Limited
Site address:	44, 46, and 48 Tawariki Street, 183 Richmond Road, and Tawariki Street reserve, Grey Lynn

Summary

Auckland Council has received a request from the Watercare Services Limited (WSL) under section 181(3) of the Resource Management Act 1991 (RMA), dated 18 November 2022 to alter Designation 9468 Grey Lynn Tunnel.

After undertaking an assessment of the notice, I consider that the proposed alteration meets the statutory tests of section 181(3) of the RMA and therefore is confirmed as a minor alteration.

Recommendation

1. That the proposed alteration of Designation 9468 – Grey Lynn Tunnel, in the Auckland Unitary Plan **be confirmed under S181(3)**, for the following reasons:
 - The alteration involves no more than minor changes to the effects on the environment associated with the use or proposed use of the land;
 - Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration
 - Both the territorial authority and requiring authority agree with the alteration

1. Introduction

1.1. Notice of Requirement

On 18 November 2022 Watercare Services Limited (WSL) requested that Auckland Council exercise its powers under s181(3) of the RMA to alter Designation 9468 which provides for the construction, operation and maintenance of wastewater infrastructure, specifically for the Grey Lynn Tunnel.

The request seeks to alter the designation to:

- a) extend the designation area for the Tawariki Street Shaft Site only (44, 46 and 48 Tawariki Street, Grey Lynn) to include an adjoining property at 42 Tawariki Street (owned by Watercare), and the road reserve in front of the property, to move the location of the secondary shaft into 42 Tawariki Street
- b) allow for a change in the construction programme to construct the secondary shaft concurrently with the first rather than the original proposal of 2.5 years later
- c) alter Condition 1.1 of the original designation to read (additions underlined):

1.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the plans and information submitted with the application (as relevant to section 9(3) matters), including:

- a) *Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Notice of Requirement, Resource Consent Application and Assessment of Environmental Effects" prepared by Jacobs, dated February 2019.*

- b) *Notice of Requirement and Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Alteration to Designation", prepared by Tonkin + Taylor Ltd, dated October 2022*

- c) *Drawings as detailed below:*

...

- d) *Technical Reports as detailed below:*

...

Tawariki St Shaft site relocation: Noise and Vibration - Assessment of change in effects, prepared by Tonkin + Taylor Ltd, dated October 2022

- e) *Section 92 responses dated 18 April and 24 May 2019*

- d) alter Condition 3.6 to read as follows:

- b) *subject to agreement with the landowner and occupier, preparation of building condition reports on 160-178 Surrey Crescent, the 490 and 510 Richmond Road and residences at 24, 26, 30, 2/20, 32, 34 and 38 Sackville Street' and 33, 35, 37, 39, 41 and 42 38 & 40 Tawariki Street prior to, and after completion of works (refer to Appendix 1, 3 Reference maps). This requirement applies where the guideline vibration limits set out in DIN4150 are expected to be exceeded at these properties;*

- c) *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 where the guideline vibration limits set out in DIN4150 are expected to be exceeded;

e) alter Condition 3.8 to read as follows:

The Guideline vibration limits set out in DIN4150 must not be exceeded except where the Requiring Authority can demonstrate to the satisfaction of the Council:

- 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, subject to agreement with the landowner and occupier, 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 consulted with the building owner(s) and the outcome of that consultation, including any mitigation measures that will be applied based on this consultation, are reported to Council ~~obtained the written agreement of the building owner(s) that a higher limit may be applied.~~*

f) Alter Condition 12.1 and 12. 2 to read as follows:

12.1 Prior to the commencement of any work on site, the Requiring Authority shall provide to the Council's Team Leader Compliance Monitoring Central for written certification, a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect. The purpose of the detailed landscape drawings and information is to demonstrate that adverse visual and amenity effects arising from the development of permanent features on the site are appropriately mitigated. Particular regard shall be had to:

- a) *Adverse visual effects on 33, 35, 37, 39, and 41 ~~and 42~~ Tawariki Street*
...

12.2 The submitted information shall be generally consistent with the approved landscape concept plan(s) (prepared by Boffa Miskell dated April 2019) and shall include the design changes certified through consultation with 39 & 41 Tawariki Street; and at a minimum, shall include the following visual mitigation and planting maintenance measures:

- a) ...
- b) *Planting, including plant type and size, along the western and southern boundary to partially screen views from 42, 41, 39, and 37 ~~and 35~~ Tawariki Street and provide a vegetated backdrop (on site) for the above ground elements and buildings - specifically the futureproof-planned height of the air vent (8 metres);*

g) additional consultation has been undertaken with the following parties:

- Auckland Transport (directly affected)
- Kainga Ora (previous land owner of 38 and 40 Tawariki Street and land owner of adjoining properties)

WSL consider that section 181(3) of the RMA should be applied to the NoR as it meets the tests under this section, namely:

- The proposed alteration represents no more than a minor change in effects to the environment
- The written approval has been provided by every owner or occupier of the land directly affected by the proposed alteration

For a territorial authority (Auckland Council) to be able to agree with the alteration, it must first be satisfied that the tests as set out under section 181(3) of the RMA have been met. I discuss these below.

1.2. Adequacy of information

Further information was requested of the applicant regarding traffic management, confirmation of noise and vibration exceedances, the management of the flow of floodwaters and overland flow paths for the property at 42 Tawariki Street, the management of stormwater for the increased designation site and confirmation of agreement from affected parties. These requests and the various responses are discussed later in this report.

I have undertaken a review of this additional information provided through various responses from WSL and also a review of the Assessment of Environmental Effects (AEE) provided with the request. Subsequently I am satisfied sufficient information has been provided to support the alteration to the designation.

1.3. Documents relied on

In preparing this report, the following documents provided by Watercare Services Limited (and appended to this report) have been relied on:

- Assessment of Environmental Effects (AEE) for Alteration to Designation 9468 Grey Lynn Tunnel to Auckland Council dated 15 November 2022 (refer **Attachment 1**)
- Section 92 responses to specialists including affected landowners and S176 approvals (refer **Attachment 2**)

1.4. Relevant statutory provisions

Watercare Services Limited is a Requiring Authority in accordance with s167 of the RMA.

Section 181 “Alteration of designation” of the RMA 1991 states:

(1) A requiring authority that is responsible for a designation may at any time give notice to the territorial authority of its requirement to alter the designation.

(2) Subject to subsection (3), sections 168 to 179 and 198AA to 198AD shall, with all necessary modifications, apply to a requirement referred to in subsection (1) as if it were a requirement for a new designation.

(3) A territorial authority may at any time alter a designation in its district plan or a requirement in its proposed district plan if-

(a) The alteration-

(i) Involves no more than minor changes to the effects on the environment associated with the use or proposed use of land or any water concerned; or

(ii) Involves only minor changes or adjustments to the boundaries of the designation or requirement; and

(b) Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and

(c) Both the territorial authority and the requiring authority agree with the alteration –

and sections 168 to 179 and 198AA to 198AD shall not apply to any such alteration.

(4) This section shall apply, with all necessary modifications, to a requirement by a territorial authority to alter its own designation or requirement within its own district.

It is noted here that it is not necessary for both tests s181(3)(a)(i) and 181(3)(a)(ii) to be passed. However, the request must cumulatively pass all of s181(3)(a), (b) and (c).

2. Background

2.1. Water Care Services overview

Watercare Services Limited (WLS) is responsible for the provision of potable (drinking) water and wastewater services in Auckland. Watercare is a Council-Controlled Organisation (CCO) of the Auckland Council. The company's vision is to be 'trusted by our communities to deliver performance every day'.

The Grey Lynn Tunnel is a wastewater interceptor that runs from the Central Interceptor (CI) at Western Springs to Tawariki Street, Grey Lynn. This wastewater interceptor provides additional sewer capacity, reduces wet weather wastewater overflow discharges and enables future works to improve freshwater quality in central Auckland waterways. Resource consents for the Grey Lynn Tunnel and associated works were obtained from Auckland Council (AC) and the designation confirmed in 2019 (Resource consent – BUN60334952 and Designation 9468).

Currently, the Grey Lynn Tunnel terminates at 44 – 48 Tawariki Street (the ‘Tawariki Street Shaft Site’). This site is designated for the purpose of ‘construction, operation, and maintenance of wastewater infrastructure’ and provides for two shafts, known as the primary and secondary shaft. The primary shaft is the termination site of the Grey Lynn Tunnel and will allow for the retrieval of the tunnel boring machine (TBM) and connections to the Tawariki Local Sewer and Orakei Main Sewer. The secondary shaft to be constructed at the Tawariki Street Shaft Site allows for the connection of future sewers from the Combined Sewers Overflow (CSO) network.

2.2. Reason for the proposed alteration

Since designating the Tawariki Street shaft site, Watercare has purchased the adjacent property at 42 Tawariki Street to relocate the secondary shaft onto it, allowing more room for construction of the two shafts. As such, Watercare seeks to extend Designation 9468 to include 42 Tawariki Street and the road reserve in front of the property – indicated by the red outline in **Figure 1** below.



Figure 1 – Extension of Designation 9468 to include 42 Tawariki Street and road reserve

In addition, in the original Notice of Requirement (NOR) the secondary shaft was proposed to be constructed at least 2.5 years after the primary shaft. WSL has now identified the potential to undertake the works concurrently for the two shaft sites and seeks to alter the designation to allow for this construction programme option (noting construction may still occur across two separate construction periods as already provided for in the existing designation).

2.3. Additional properties purchased since lodgement

Since requesting the alteration WSL have also purchased properties at 38 and 40 Tawariki Street, Grey Lynn – shown in yellow outline in **Figure 2** below. These properties will be cleared of structures and vegetation for the duration of the construction period to provide more storage for the floodplain that traverses these properties and number 42 Tawariki Street - refer **Figure 3** below. As a result of these properties being purchased and cleared the noise and vibration effects on these properties are no longer considered. Consequently, further amendments have been made to the proposed conditions submitted with the request to alter the designation. This is expanded on in Section 4.4 below.



Figure 2 – Purchase of neighbouring properties at 38 and 40 Tawariki Street

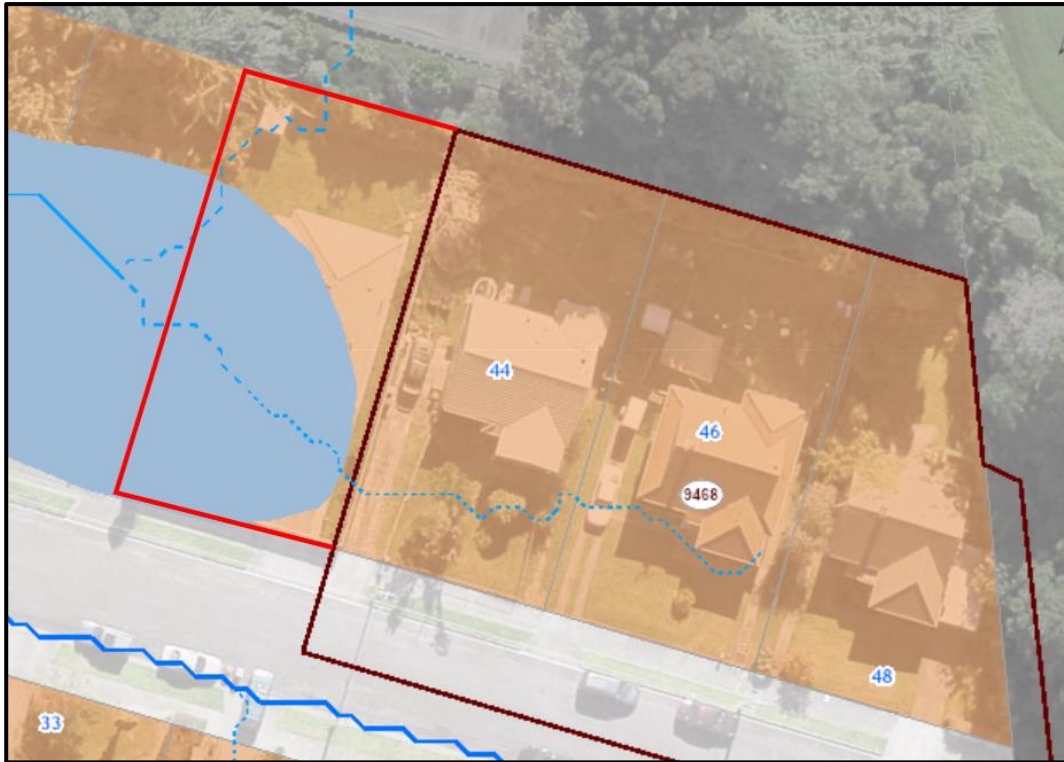


Figure 3 – Floodplain and Overland Flow path over 42 Tawariki Street

3. Notice of Requirement summary

3.1. Existing environment

On 15 October 2019 WSL Designation 9468 Grey Lynn Tunnel (to which this alteration relates and shown in purple outline in **Figure 1**) was confirmed through Independent Commissioners on behalf of Auckland Council. As such, the Designation is now deemed to form part of what is considered as the existing environment and informs the baseline upon which the change in effects of the alteration will be assessed from a statutory perspective.

3.2. Land affected by the alteration

As described above in Section 2.1 the proposed alteration only relates to the Tawariki Street Shaft site of Designation 9468 – which is originally 44, 46 and 48 Tawariki Street, Grey Lynn. The alteration seeks to include 42 Tawariki Street within the designation area – as shown in **Figure 1**.

In my opinion the proposed alteration also directly affects the adjoining properties to the west and south of the Tawariki Street Shaft Site at 38, 40 and 33 Tawariki Street as a result of moving the location of the secondary shaft site further west along Tawariki Street. These properties are shown in **Figure 4** of this report – refer Section 4.7. The effects on these properties are discussed in Section 4 of this report - Analysis of the proposed alteration.

3.3 Project objectives

In Section 3.3 of their AEE WSL acknowledge the objectives of Designation 9468 Grey Lynn Tunnel and state that the alteration to the designation *is necessary to achieve these objectives because it will:*

- *Enable the proposed works to be undertaken in a comprehensive and integrated manner across Watercare's landholdings, utilising the same conditions and management plans across the site;*
- *Provide Watercare with greater certainty to plan for the construction, operation and maintenance of the site in accordance with the designation*
- *Provide Watercare with greater flexibility and allow it to carry out all necessary works at Tawariki Street shaft site effectively and efficiently.*

4. Analysis of the proposed alteration

4.1. Assessment of Environmental effects (s181(3)(a)(i) and (3)(a)(ii))

WSL has provided an assessment of environmental effects (AEE) with the NoR. It considers that the proposed alteration to the designation involves no more than minor changes to the effects on the environment and therefore meets the test under s181(3)(a)(i).

In assessing the proposal, I consider the effects are as follows:

- Traffic effects
- Noise and Vibration effects
- Stormwater / flooding effects
- Landscape and visual effects

These are discussed in detail below.

4.2. Traffic effects

4.2.1 WSL's assessment

WSL do not specifically address traffic effects in their AEE as they state that these have been addressed in the original Notice of Requirement.

They state that there will be no changes to the proposed construction traffic volumes and the loss of on-street parking outside 42 Tawariki Street has already been provided for¹.

4.2.2 Assessment

The potential traffic impacts of the alteration to the designation have been assessed for Council by Marguerite Pearson of Auckland Transport (AT) and James Georgetti, and latterly Michael Jongeneel, of Flow Transportation Specialists (Flow).

4.2.2.1 In September 2022, prior to lodgement of the proposed alteration to the designation, WSL engaged with AT to confirm potential traffic impacts from the proposal to move the location of the secondary shaft and to potentially construct both shafts in the same construction period. Kevin Wong Toi of AT, as the road

¹ Footnote 2, pg13. Grey Lynn Tunnel, Alteration to Designation AEE prepared by Tonkin and Taylor Nov 2022

controlling authority, concluded that for the most part the proposed alteration could continue to rely on the traffic related conditions of the original designation – specifically Conditions 5. Traffic Management, 6. Pedestrian Management and 7. Work within the Road Reserve.

4.2.2.2 In assessing the lodged application Marguerite Pearson of AT sought confirmation of the following matters:

- which vehicle crossings will be reconstructed for rubbish collection vehicles in accordance with Condition 5.2(k) of the original designation. This is currently noted as 33 and 40 Tawariki Street
- that any changes from the proposal affecting vehicle access servicing private properties and whether access will be maintained during the construction period – in accordance with Condition 5.2(e) of the original designation.

4.2.2.3 Flow also agree that the proposed alteration is largely able to operate within the conditions of the original Designation. They also sought the following additional confirmations:

- the extension of Condition 2.2(o)² to include consultation with owners of 33, 35 and 37 Tawariki Street (in addition to the original properties of 39 and 41 Tawariki Street) as the extension of the designation to include 42 Tawariki Street will potentially extend the impact of parking further west, potentially affecting these properties
- that there will be no change in the maximum number of daily construction vehicle movements (64 heavy movements and 82 vehicle movements in total) associated with the concurrent construction of the primary and secondary shafts

4.2.2.4 In response to the matters above (17 February 2023) WSL confirmed that the tracking plan for the rubbish collection truck to reverse down the eastern side of Tawariki Street (to service the properties at 33 – 41 Tawariki Street) was still able to be achieved using the vehicle crossings at 33 and 40 Tawariki Street. And that the vehicle crossings would be constructed in accordance with Auckland Transport commercial vehicle crossing standards as per Condition 5.2(k). WSL also confirmed that vehicle access to these private properties would be achieved through the provision of the 6.00m wide carriageway to be constructed along the road berm, for the duration of the construction period.

4.2.2.5 In response to the proposed amendment to Condition 2.2(o) WSL note that the loss of on-street parking outside 33-37 Tawariki Street was assessed and provided for as part of the original Notice of Requirement. A parking plan was

² This condition was incorrectly identified as Condition 2.1(o) in the s92 request from Flow Transportation Specialists.

provided as Appendix C to the response. WSL state that the project will continue to communicate with the owner/occupiers of neighbouring properties throughout construction.

4.2.2.6 WSL also confirmed that no changes are proposed to the trip generation assumptions that are provided for and assessed as part of the original Notice of Requirement should the primary and secondary shafts be constructed concurrently at the site.

4.2.2.7 Ms Pearson of AT concluded that the information provided in WSL's s92 responses was adequate to consider the effects of the proposed alteration. Ms Pearson acknowledged that while there will be minor disturbance to the road corridor and restricted access to a small number of neighbouring properties during construction, the existing conditions of the designation will manage these potential adverse effects. Ms Pearson considers that the existing conditions cover all necessary transport matters and does not consider any additional conditions need to be imposed.

4.2.2.8 Flow sought additional confirmation (March 2023) that the access area in front of 35-41 Tawariki Street will be provided for the duration of the construction period noting the detail provided in the February response showed a footpath being used.

4.2.2.9 WSL confirmed in August 2023 that works had commenced on the primary shaft and that the right of way access had been established to the satisfaction of Council and AT as part of the Construction Traffic Management Plan (CTMP) required in Condition 5 of the original designation.

4.2.2.10 Subsequently, with this detail confirmed Flow acknowledge that there may be additional transport effects to adjacent properties as a result of the extension of the designation to include 42 Tawariki Street, and some additional effects if the intensity of construction activity is increased as a result of concurrent construction of the two shafts. However, they are satisfied with WSL responses to their requests for information and consider the changes to the designation are unlikely to have any significant additional transport impacts compared to the existing designation and are confident that construction impacts from the proposal can generally be managed through the CTMPs required a part of the existing designation conditions.

4.2.3 Conclusions

I agree with the above assessments and conclusions and consider the traffic effects associated with the proposed alteration of the designation boundary to include 42 Tawariki Street within the designation area and the construction of the two shafts concurrently will be no more than minor.

I consider the original suite of conditions that are applicable to the management of traffic effects for the duration of the construction period are sufficient to address any traffic related matters that arise due to the alteration to the original designation.

4.3. Noise and Vibration effects

4.3.1 WSL's assessment

A Noise and Vibration Assessment has been prepared in support of this alteration to designation (Attached as Appendix D to the AEE³). WSL state that construction of the secondary shaft and other associated works on the site will involve a range of potential vibration sources, such as pile driving, operation of cranes and other heavy vehicles, and excavation of the shaft. In summary WSL state:

- No changes are proposed in relation to construction traffic noise and operational noise effects. Those noise effects have already been assessed and addressed through the original NoR and are not considered here.
- The construction methodology is not proposed to change. The same equipment and activities are expected to occur for the construction of the secondary shaft as detailed in the original NoR and supporting AEE and Marshall Day Acoustics noise and vibration assessment.
- The assessment determines that much of the construction activity proposed for the site will comply with the noise levels set by the original designation.
- The most significant noise-generating activity would be sheet piling (if required) to support the shaft excavation. Whilst it is not yet known whether sheet piling will be required for the construction of the secondary shaft, the Noise and Vibration Assessment (Appendix D) has conservatively assessed the potential effects if it were to occur.
- In this instance, noise levels from sheet piling on 42 Tawariki Street (now owned by WSL) are predicted to be higher for several receivers (properties) compared to the assessment in the original NoR due to sheet piling occurring closer to these properties (i.e. due to the secondary shaft being relocated approximately 20m to the west). Refer Table 4.2 of Tonkin Taylor Noise and Vibration report⁴
- While there are potentially changes in noise levels, the assessment of noise levels associated with sheet piling are a 'worst-case' scenario, given it is not yet known if sheet piling will occur, and if it does occur it will only be for a limited time, with lower noise levels associated with the majority of the construction period.
- These changes in noise level do not materially change the nature of the construction noise effects for the project. It was always anticipated that sheet piling would result in exceedances of the noise limits set in condition 3.2, and consequently the designation conditions provide for an Activity Specific Construction Noise Management Plan (ASCNMP) (Condition 3.5). Consultation with residents around timing and duration of sheet piling (if required) will be an important aspect of noise management and will be a key consideration in the preparation of ASCNMP.

Overall, in WSL opinion, the change in noise effects associated with the proposed relocated shaft site to 42 Tawariki Street and altered construction programme are no more than minor. The noise effects are consistent with those originally assessed and will be

³ Grey Lynn Tunnel – Changes to the Tawariki Street Secondary Shaft – Noise and Vibration report. Prepared by Tonkin and Taylor Nov 22.

⁴ Ibid Pg 8

appropriately addressed through noise management and mitigation measures required by the conditions of Designation 9468 including the CNVMP and ASCNMP.

With specific regard to the vibration effects, WSL state:

- Vibration effects will be temporary and vibration levels from most equipment are predicted to be well below the guideline limits in DIN 4150-3.
- Whilst it is not yet known whether sheet piling will be required for the construction of the secondary shaft, the Noise and Vibration Assessment has conservatively assessed the potential effects if it were to occur. If sheet piling is undertaken within 13 m of 38-40 Tawariki Street, it may exceed DIN 4150-3.
- As set out in Section 3, WSL proposes to change Condition 3.6 to require building condition surveys where construction vibration is expected to exceed DIN 4150-3.
- Condition 3.6 requires the Construction Noise and Vibration Management Plan to address measures to monitor and mitigate the effects of construction vibration.

Overall, the proposed conditions for managing the effects of construction vibration are considered by WSL to be appropriate, particularly given almost all of the works are expected to comply with DIN 4150-3. The vibration effects associated with the proposed relocated shaft site for the secondary shaft onto 42 Tawariki Street are no more than minor and consistent with those originally assessed.

4.3.2 Assessment

The potential noise and vibration effects from the proposed alteration have been assessed by Andrew Gordon of Councils Contamination, Air and Noise team. Mr Gordon also assessed the original Designation 9468 in 2019.

4.3.2.1 Mr Gordon agrees that it is appropriate to focus the assessment on the construction noise and vibration effects arising from the proposed location move of the secondary shaft only.

4.3.2.2 He also agrees that there will be no changes to the proposed construction traffic and associated traffic noises from that assessed in the original application, and that the operational noise from the site is limited to emissions from the plant room and shaft ventilation system, as per the Marshall Day Acoustics assessment submitted with the original designation (2019)⁵ and as these are not proposed to change therefore they do not create a change in anticipated noise effects.

4.3.2.3 Mr Gordon sought confirmation of the duration of the construction period and the expected exceedances in noise and vibration levels of the proposed drilling methods. WSL have confirmed that they have based their noise and vibration levels against the sheet piling method as a worst case scenario. If implemented it will be carried out on an intermittent basis and for a relatively short duration stating that this is an approach they have used successfully in other Central Interceptor (CI) sites.

⁵ Grey Lynn Tunnel Assessment of Noise Effects prepared by Marshall Day Acoustics. Feb 2019

4.3.2.4 WSL also confirm that final construction methodology will be developed by the Contractor on the basis of detailed design. As explained above in Section 4.3.1 Condition 3.1 of the original designation requires a Construction Noise and Vibration Management Plan (CNVMP) to be prepared by a suitably qualified person and submitted to Council with the Outline Plan of Works (OPW) to which it applies. This is required to specifically state (among other things) the noise limits to be complied with, predicted noise levels of the machinery used, duration and expected exceedances. Where a CNVMP predicts exceedances of noise limits then WSL is required (in accordance with Condition 3.5) to prepare and submit an Activity Specific Construction Noise Management Plan (APCNMP) in consultation with the affected parties.

4.3.2.5 Mr Gordon acknowledges the reciprocal change in noise effects as a result of moving the location of the secondary shaft as illustrated in Tables 4.1 and 4.2 of the Noise and Vibration report prepared by Tonkin and Taylor for WSL AEE⁶. These tables demonstrate the expected changes in distance from the proposed works and the expected change in predicted noise levels respectively noting that additional properties are now predicted to experience exceedances. It is also noted that there is an assumed noise barrier effect (of -10dB) created by the close boarded fence that will be constructed along the boundary of the designation area (between properties 40 and 42 Tawariki Street) for the duration of the construction period (refer Site Surface Plan (Ref 2011960.013_B) provided September 2023).

4.3.2.6 Mr Gordon acknowledges the exceedances noting that these are significant, but that they are common for large infrastructure projects in proximity to dwellings. He notes that should sheet piling be implemented 38 Tawariki Street is expected to experience the highest level at 86 dB (16dB above the acceptable level of 70dB) and partially attributes this to not being as effectively screened from the close boarded fence.

4.3.2.7 As noted in Section 2.3 above WSL has since purchased the properties at 38 and 40 Tawariki Street and will be clearing them of housing for the duration of the construction period. This effectively removes the consideration of noise and vibration effects for occupants of these properties.

4.3.2.8 WSL also acknowledge the reciprocal effects of the relocation of the secondary shaft site on 36 and 33 Tawariki Street. It is noted that these properties were recorded to experience exceedances should the sheet piling method (worst case scenario) be implemented. The subsequent Noise and Vibration report appended to the AEE⁷ predicts greater exceedances for these properties. In the case of 36 Tawariki Street, the report relies on the noise absorption ability of the proposed close boarded fence to be constructed along the boundary between 40 and 42 Tawariki Street.

⁶ Pg.7 Grey Lynn Tunnel – Changes to the Tawariki Street Secondary Shaft – Noise and Vibration report. Prepared by Tonkin and Taylor Nov 22. Appendix D to WSL AEE.

⁷ Ibid. Pg 10.

4.3.2.9 Due to its location within a floodplain and Overland Flow Paths (OLFP), as illustrated in **Figure 3** (page 8), this fence is also required to enable the unimpeded flow of predicted water levels in the event of a flood and to enable the OLFP to operate naturally (this is addressed in detail in Section 4.4 of this report). In response to this requirement WSL propose that a gap be provided at the bottom of the fence to a height of 0.3m and propose an amended condition (Condition 2.2(p)) to require this clearance (refer Attachment 2 Section 92 responses).⁸ As discussed in Section 4.4 below, Healthy Waters accept that this height will provide adequate clearance for predicted flood levels and the performance of the OLFP in this location.

4.3.2.10 To ensure the noise absorption effectiveness of this modified fence with regard to 36 Tawariki Street, Mr Gordon sought an additional noise assessment. In their response (dated 8 December 2023) WSL state that *“taking into account that sheet piling (if required) will be intermittent, standard industry practice is proposed to be implemented to manage the effects, and Watercare and its contractor’s successful track-record for managing construction vibration across other CI sites, we consider that the noise effects are consistent with those originally assessed and the effects will be appropriately addressed through noise management and mitigation measures required by the conditions of Designation 9468 including the CNVMP and ASCNMP. On this basis we conclude that the effects of this alteration to designation on 36 Tawariki St will be less than minor.”*⁹

4.3.2.11 In response (dated 11 December 2023) Mr Gordon is satisfied with this approach. He agrees with the proposed conditions and amendments as provided in the final revised document (refer discussion in section 4.4 below) and does not consider it necessary to require specific noise barriers in this case.¹⁰

4.3.2.12 With specific regard to 33 Tawariki Street the Noise and Vibration report recommends that a building condition report be provided if this property is considered ‘at risk’ of vibration exceedances if sheet piling is used.¹¹ This property is now the next closest to the proposed shaft site (on 42 Tawariki Street) after 41 Tawariki Street which is already included within Condition 3.6(b) to receive a building condition report if required. To this end, WSL have included 33 Tawariki Street into Condition 3.6(b).

4.3.2.13 Overall, given that there will be no changes to the original indicative construction methodology and that predicted exceedances will be specifically managed by implementing the ASCNMP (Activity Specific Construction Noise Management Plan) for the amended location, Mr Gordon concludes that the effects are reasonable when put into context with the relevant objective and policy of Chapter E25 – Noise and Vibration of the Auckland Unitary Plan (Operative in Part) (AUP)

⁸ Pg. 2 S92 response from WSL dated 8 December 2023.

⁹ Ibid. Pg 2.

¹⁰ A.Gordon review Dec 2023.

¹¹ Pg.10 Grey Lynn Tunnel – Changes to the Tawariki Street Secondary Shaft – Noise and Vibration report. Prepared by Tonkin and Taylor Nov 22. Appendix D to WSL AEE..

which enable construction works to be undertaken where permitted levels cannot be practically met, but controls are in place to manage adverse effects.

4.3.2.12 In conclusion Mr Gordon supports the proposed changes to Conditions 1.1, minor changes to condition 3.6(b) and (c) and Condition 3.8 (a) and (b) as described in the AEE and to the subsequent change to condition 2.2 to include (p) regarding the gap at the bottom of the proposed boundary fence between 40 and 42 Tawariki Street.

4.3.3 Conclusions

I agree with Mr Gordon that while the alteration will mean that the relocation of the shaft will have reciprocal effects moving west along Tawariki Street, the original conditions of the designation and as amended through this request will ensure that the effects will be appropriately and professionally managed for both the construction period and at the completion of the works.

I agree that in accordance with Objective E25.2(4) and policy E25.3(5) of the AUP both the noise and vibration exceedances of the construction period cannot be practicably complied with at all times but can be suitably managed to mitigate the adverse effects.

Given the above assessment I consider the change in the noise and vibration effects as a result of the alteration to be less than minor.

4.4. Stormwater / Flooding effects

4.4.1 WSL's assessment

WSL state that 42 Tawariki Street is at the top of an indicative flood plain which drains to the west of the site. Works within the site are therefore unlikely to have any 'up-stream' flooding effects.

In response to a Section 92 request (dated 27 March 2023) for additional information regarding the treatment of floodwaters, overland flowpaths and stormwater for the extended designated area WSL provided additional site plans titled Site Surface Plan (Ref 2011960.013_B) and Earthworks Plan (Ref 2011960.017_B) which confirm the layout of stormwater treatment as it incorporates 42 Tawariki into the overall designated area.

WSL state that

- the site stormwater will be directed into a new concrete detention tank located on the western side of No. 42 Tawariki Street. The detention tank will be sized to 10 percent Annual Exceedance Probability. This will capture stormwater flows from the north (church) and northeast (St Pauls College playground). Upon completion of works, the stormwater detention tank will capture, contain, and convey stormwater across the site and effects on neighbouring properties will either be improved or not made worse. Refer to Plan 2011960.013_B.

- In the permanent case the finished surface of the site will be graded from north and south towards the centre and gently fall from east to west towards the existing low point on the site (flood plain). This will maintain the existing overland flow path on the site and retain some volume of storage in the floodplain.”
- The permanent infrastructure to be constructed on the site will largely be underground, flush or close to flush with the ground. The project works proposed for 42 Tawariki St are also anticipated to meet the permitted activity requirements of Rule E36.4.1 (A35) ‘New structures and buildings designed to accommodate flood tolerant activities up to 100m² gross floor area within the 1 per cent annual exceedance probability (AEP) floodplain’.
- For the construction period a close boarded fence is proposed to be constructed along the boundaries of the site – including 42 Tawariki Street. This fence has been proposed as a noise buffer for the adjacent properties.
- Furthermore, in response to a section 92 request for further information (dated 8 December 2023) WSL propose that a gap be provided at the bottom of the fence to a height of 0.3m and propose an amended condition (Condition 2.2(p)) to require this clearance. this is discussed further below.

Overall, in WSL opinion, the stormwater and flooding effects of the alteration to designation to include 42 Tawariki Street are expected to be negligible and therefore less than minor.

4.4.2 Assessment

The stormwater and flooding effects from the alteration have been addressed by Susan Andrews and Richard Smedley of Healthy Waters (HW).

4.4.2.1 Ms Andrews and Mr Smedley initially sought confirmation of the overall impermeable and permeable areas and the area of structures on site to ensure the proposed development could meet its obligations under the Network Discharge Consent (NDC), particularly the requirement to treat stormwater if there is more than 5000m² of impermeable surfaces. They also sought details of the design of the proposed fence between 40 and 42 Tawariki Street in meeting the requirements under Chapter E36 of the AUP in terms of providing for the floodplain and the OLFP that cross these properties.

4.4.2.2 In response to compliance under the NDC (dated 27 September 2023) WSL submitted the following plans - Tawariki Street - Central Interceptor (DSCIN), 00 Site General Proposed Site Surface Plan No. 2011960.013_B and Tawariki Street - Central Interceptor (DSCIN), 00 Site General Earthworks Plan No. 2011960.017_B to demonstrate that the proposed works would achieve this (these plans will also be listed under Condition 1.1(d) – refer discussion in Section 4.6 of this report). A further s92 response (dated 8 December 2023) confirmed the areas of impermeability and states the following:

During the construction phase the site will be temporarily stabilised to minimise erosion and sediment runoff. The extent of the stabilised construction platform may vary across the construction period. While the secondary shaft will cover a reasonable proportion of 42 Tawariki St, it will effectively detain any rain that falls within it, due to being a sub-surface excavation.

The post development impermeable area for the entire site (42-48 Tawariki St) is expected to be approximately 1152 m² and permeable area approximately 986 m². Overall, the stormwater from the site will be directed into a new concrete detention tank located near the western side of 42 Tawariki and sized for attenuation of the 10% AEP.

The permanent structures associated with the designated works are authorised by Designation 9468 (which has already been confirmed by Council). This includes the primary and secondary shafts, underground chambers, grit trap, plant room and air vent stack. The effects of these structures are therefore already authorised and do not form part of this alteration to designation. It is noted that the secondary shaft will be a below-ground structure once complete.

4.4.2.3 Based on this, Healthy Waters are satisfied that the proposed development can meet its' obligations under the NDC and comply with the permitted activity status under Chapter E.36.4.1(A35) of the AUP.

4.4.2.4 With regard to the fence between 40 and 42 Tawariki Street, WSL confirm that the close boarded fence that will be in place for the duration of the construction phase will include a gap across the bottom of 0.3m to provide for the passage of floodwaters. To support this they propose the following additional condition 2.2(p) to accommodate this gap:

"Fences and walls in the 1 per cent annual exceedance probability (AEP) floodplain must be designed to allow for the passage of flood waters where those flood waters exceed 300mm in depth."¹²

4.4.2.5 HW confirm that the proposed gap across the bottom of the fence is satisfactory to allow the passage of the predicted floodwaters and the natural flow of the OLFP in this location. However, they also propose an amendment to the condition to ensure that the gap is provided at all times for the predicted floodwaters and not just when they are exceeded. This is acceptable to WSL and will be included in the final set of conditions.

"Fences and walls in the 1 per cent annual exceedance probability (AEP) floodplain must be designed to allow for the passage of flood waters ~~where those flood waters exceed~~ up to 300mm in depth."¹³

¹² Pg. 2 S92 response from WSL dated 8 December 2023.

¹³ Email response – Richard Smedley 12 December 2023.

4.4.2.6 In conclusion, HW are satisfied that both the proposed construction period and completed works for the proposed alteration are able to be managed via the original conditions of the designation and as proposed to be amended. They are satisfied that the proposed alteration will comply with the NDC and will not exacerbate the risk to harm from natural hazards that cross 42 Tawariki Street.

4.4.3 Conclusions

Based on the above assessments, I agree that the original conditions with the proposed amendments will ensure that the stormwater and flooding effects from the proposed alteration to the designation will be less than minor.

4.5. Landscape and visual effects

4.5.1 WSL's assessment

WSL address visual and landscape effects in Section 4.5 of their AEE. They refer to the Landscape and Visual Effects Assessment (LVEA) which was undertaken to support the original designation. This identified minor temporary adverse visual and landscape effects on the immediate visual catchment of 37-41 and 42 Tawariki Street primarily due to the presence of a crane on site. The assessment concluded that there will be less than minor effects beyond the immediately neighbouring sites.

Condition 12.1 of the original designation required a finalised set of detailed landscape designed drawings and written documentation to be prepared by a landscape architect demonstrating the adverse visual and amenity effects arising from the development of permanent features on the site are appropriately managed. This specifically has particular regard to neighbours at 35-41 and 42 Tawariki Street.

WSL propose to incorporate 42 Tawariki Street within the designation area and therefore seek its removal from specific mention in Condition 12.1. Additionally, they seek to include 35, 38 and 40 Tawariki Street within the condition to reflect the reciprocal movement of visual and landscape effects associated with the relocation of the secondary shaft site.

4.5.2 Assessment

As discussed above the movement of the secondary shaft onto 42 Tawariki Street creates reciprocal effects along the street, including the movement of visual and landscape effects.

4.5.2.1 Condition 12.1 of the original designation seeks landscape plans to be prepared by a landscape architect *'to demonstrate that adverse visual and amenity effects arising from the development of permanent features on the site are appropriately mitigated.'*¹⁴ As WSL propose to include 42 Tawariki Street within the designation area they subsequently seek to remove this property from those listed in condition 12.1 as now it will no longer be adversely affected by the proposed construction works.

4.5.2.2 However, as discussed above, the relocation of the shaft site subsequently moves the effects along the street. WSL have identified 35, 38 and 40 Tawariki Street as now

¹⁴ Condition 12.1 Designation 9468 Grey Lynn Tunnel of the Auckland Unitary Plan (Operative in Part) 2019.

being affected and have sought amendments to the relevant conditions to include them in the development of landscape plans to counter the effects of the proposed construction period and completed works.

4.5.2.3 Conditions 12.1(a) and 12.2(b) specifically refer to the visual and landscape effects as experienced from the western boundary of the designated area – which now excludes 42 Tawariki Street. The approved landscape concept plans (prepared by Boffa Miskell dated April 2019) included in Condition 12.2(b) specifically relate to the visual and landscape effects resulting from the western (and southern) boundary. In my opinion the proposed amendments to these conditions sufficiently manage the visual and landscape effects of the proposed alteration on the properties at 35, 38 and 40 Tawariki Street.

4.5.2.4 I also agree with WSL that the construction activities associated with the site will have a minor temporary adverse visual and landscape effect – being the reciprocal movement aligned with the movement of the secondary shaft.

4.5.3 Conclusions

In my opinion the proposed amendments to Conditions 12.1(a) and 12.2(b) of the designation and the additional amendments discussed above satisfactorily address the reciprocal visual and landscape effects of the proposed relocation of the secondary shaft onto 42 Tawariki Street. Overall, I consider these potential effects to be less than minor.

4.6 Amendments to Condition 1.1

In addition to the proposed amendments to existing conditions of the designation as discussed in Sections 4.3, 4.4 and 4.5 above, WSL propose the following amendments to Condition 1.1 (additions underlined and deletions ~~struck through~~):

1.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the plans and information submitted with the application (as relevant to section 9(3) matters), including:

a) Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Notice of Requirement, Resource Consent Application and Assessment of Environmental Effects" prepared by Jacobs, dated February 2019.

b) Notice of Requirement and Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Alteration to Designation", prepared by Tonkin + Taylor Ltd, dated October 2022

c) Drawings as detailed below:

...

d) Technical Reports as detailed below:

...

Tawariki St Shaft site relocation: Noise and Vibration - Assessment of change in effects, prepared by Tonkin + Taylor Ltd, dated October 2022

e) Section 92 responses dated 18 April and 24 May 2019

4.6.1 WSL's Assessment

WSL propose to amend the overarching condition 1.1 by removing reference to the original designation and associated information and to replace the phrase 'in accordance with' with 'in general accordance with' to provide some flexibility anticipated by the designation process but currently lacking in the existing designation conditions.

This will allow for further refinements to the design and construction methodology to occur within scope of the designation, avoiding the need for multiple alterations to the designation to address minor changes to design or construction (noting such matters are appropriately addressed through Section 176A Outline Plan of Works requirements).

They also seek to amend the condition to clarify that the reports referenced are only relevant to the extent to which they relate to section 9(3) matters consistent with the scope of a designation as Condition 1.1 refers to all of the reports provided with the original NoR and resource consent application. They state that a designation can only regulate section 9(3) matters in the RMA, and it is inappropriate for a designation to seek to control all aspects of a development when some components are addressed in the resource consent process. To avoid Watercare potentially having to alter the designation for a regional consenting matter which bears no relevance to a designation (but is nonetheless included within the designation conditions), Watercare proposes to amend Condition 1.1 to clarify that the reports referenced are only relevant to the extent to which they relate to section 9(3) matters. This will clarify the relationship between the two authorisations for the works to occur on Tawariki St.

Furthermore, WSL seek to amend the list of plans and information acknowledged in Condition 1.1 to include the additional plans and reports provided with the alteration to designation. Specifically, they seek to include –

- *Notice of Requirement and Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Alteration to Designation", prepared by Tonkin + Taylor Ltd, dated October* 2022*
- Under d) Technical reports - *Tawariki St Shaft site relocation: Noise and Vibration - Assessment of change in effects, prepared by Tonkin + Taylor Ltd, dated October* 2022*

(*It is noted that both these documents have been updated to their November versions and are recorded accordingly.)

[Additionally, as noted in Section 4.4 of this report, further plans have been provided in response to S92 requests from Healthy Waters to confirm the treatment of stormwater and floodplains over the altered designation site. These are Tawariki Street - Central Interceptor (DSCIN), 00 Site General Proposed Site Surface Plan No. 2011960.013_B and Tawariki Street - Central Interceptor (DSCIN), 00 Site General Earthworks Plan No. 2011960.017_B and are also added to the list under Condition 1.1 (d).]

4.6.2 Assessment

4.6.2.1 Condition 1.1 is the foundation condition that sets the context for the conditions for the whole of Designation 9468 the Grey Lynn Tunnel which runs from the Central Interceptor (CI) at Western Springs to Tawariki Street, Grey Lynn. It specifically instructs that the information provided with the original designation is adhered to while providing the flexibility to enable matters to be satisfactorily resolved as and when they arise through the course of the development, particularly the construction period. To this end the condition specifically states:

” Except as modified by the conditions below and subject to final design.....”

4.6.2.2 The stated ‘conditions below’ specifically manage the effects of the proposed works and include the preparation of various Management Plans that are included with the Outline Plan of Works (required under s176A of the RMA) required to be produced for each stage of the development. These management plans are usually prepared in consultation with affected parties and are required to be implemented and maintained throughout the entire construction period to manage potential adverse effects arising from the construction activities. They all require the approval of Council.

4.6.2.3 However, I do not support the inclusion of the word ‘general’. In my opinion the conditions of the designation have been developed to specifically address the issues that may arise during the construction phase and the final operation of the whole of Designation 9468. This request to alter the designation only addresses an alteration at the Tawariki Shaft Site at 44, 46 and 48 Tawariki Street.

As explained in paragraph 4.6.2.2 above the conditions incorporate necessary flexibility to enable the Requiring Authority to manage any adverse effects as they arise, through the development of management plans which are generally developed in consultation with affected parties. Condition 1.1 specifically acknowledges the role of these conditions and the need to allow for the modifications as agreed to by relevant parties. In my opinion, the proposed incorporation of the word ‘general’ would remove this specificity of these conditions in managing these effects.

4.6.2.4 I also do not agree with the need for the bracketed amendment of “(as relevant to Section 9(3) matters)”. As stated above WSL seek this as the original designation was processed with the necessary complimentary resource consents at the time and subsequently the conditions for the designation catch all matters relating to both. WSL seek this amendment to clarify the relationship between the two authorisations for the works to occur on Tawariki St.

4.6.2.5 As stated above the designation involves more than just the Tawariki Street Shaft Site and Condition 1.1 is the overarching condition for the whole designation. In my opinion the existing suite of conditions were developed in careful consideration of the potential effects of the entire designation. If WSL are experiencing issues with regards to clarity of authorisation of how these are applied (as suggested in their AEE) then I recommend that they request a separate alteration to the designation to address these. The current

request relates only to the effects of altering the Tawariki Street Shaft Site. Therefore, I do not support the addition of the proposed words “(as relevant to Section 9(3) matters)”.

4.6.2.6 It is noted that WSL have not quoted the full wording of the original condition when seeking the amendments. The original condition specifically states:

“Except as modified by the conditions below and subject to final design, the works shall be undertaken in accordance with the information provided by the Requiring Authority in the Notice of Requirement dated February 2019, and supporting documents being:”

Further to the discussion above I propose Condition 1.1 to be amended to include reference to the proposed alteration as well. Specifically, I propose the following (additions underlined and deletions ~~struck through~~):

“Except as modified by the conditions below and subject to final design, the works shall be undertaken in accordance with the information provided by the Requiring Authority in the Notice of Requirement dated February 2019, the alteration to the designation dated November 2022 and supporting documents being:”

4.6.2.7 I also propose a subsequent subsection of 1.1(f) to specifically refer to the s92 responses for the proposed alteration. These responses provide additional information and changes to the proposed alteration specifically in regard to the purchase of 38 and 40 Tawariki Street after the lodgement of the proposed alteration. Specifically, the responses are dated 17 February, 27 September and 8 December 2023.

4.7 Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners and occupiers agree with the alteration (s181(3)(b))

The proposed alteration directly affects adjoining land which is illustrated in Figure 4 below as those areas marked in red.

4.7.1 Auckland Transport

The alteration to the designation also incorporates an area of road reserve in front of 42 Tawariki Street. This is shown in **Figure 4** below. The road is owned by Council and AT manage the land as the road controlling authority. AT have provided their agreement to the proposal as the occupier of the land. Refer **Attachment 2**.



Figure 4 – Directly affected parties

4.7.2 Adjoining land at 38 and 40 Tawariki Street

4.7.2.1 As can be seen in **Figure 4** these properties are immediately to the west of the extended designation area and closest to the relocated site of the secondary shaft onto 42 Tawariki Street. As discussed in Section 4.3 of this report, in accordance with the Noise and Vibration report provided with the AEE for the proposed alteration,¹⁵ these properties will experience an increase in the effects from both noise and vibration as a result of this relocation. In accordance with the original conditions of Designation 9468 a building assessment would be required to confirm that the buildings could withstand the potential levels of vibration.

4.7.2.2 As discussed in Section 2.3 of this report WSL have recently purchased the properties at 38 and 40 Tawariki Street and will be clearing them of vegetation and buildings for the duration of the construction period. The clearance of these properties effectively removes the potential adverse effects from the buildings. Subsequently they are no longer considered to be directly affected parties for the matters of noise and vibration for the duration of the construction period.

4.7.2.3 However, as discussed in section 4.5 of this report these properties are considered to be visually affected by the proposed alteration for both the construction period and the final operational state of the site. Subsequently, WSL recommend that these properties also be included into Conditions 12.1 and 12.2 of the designation to ensure that they are included in the consultation for the consideration of landscaping at the completion of the

¹⁵ Pg.7 Grey Lynn Tunnel – Changes to the Tawariki Street Secondary Shaft – Noise and Vibration report. Prepared by Tonkin and Taylor Nov 22. Appendix D to WSL AEE

construction period. In my opinion this approach satisfactorily addresses the visual impacts of the proposed alteration on these properties.

4.7.3 Adjoining land at 33 Tawariki Street

4.7.3.1 As discussed in Section 4.3 of this report the Noise and Vibration report appended to the AEE of this request to alter the designation recommends that the building on this property also be assessed for strength should it be considered "at risk" from vibration exceedances.¹⁶ The report acknowledges that the property is recorded to experience exceedances from the original location of the shaft and that the existing suite of conditions will manage and mitigate the effects from this. The alteration states that should the sheet piling method be implemented then the property will experience increased exceedances due to the relocation of the shaft site.

4.7.3.2 WSL have recommended the inclusion of this property into Condition 3.6(b) to ensure that this property be subject to the necessary assessments if required. The property is owned by Kainga Ora who also own the adjoining properties on both sides. Kainga Ora have been given written notice of the proposed alteration and they have agreed with the alteration – refer **Attachment 2A**.

4.7.4 Other parties

In my opinion, there are no other landowners or occupiers directly affected by the effects of the proposed alteration to the designation.

4.8 Agreement of both the territorial authority and the requiring authority (181(3)(c))

The alteration to the designation has been requested by the requiring authority, and therefore it agrees to the alteration. Auckland Council agrees with the proposed alteration for the following reasons:

- The alteration involves no more than a minor change to the effects on the environment associated with the use or proposed use of land
- Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration

5. CONCLUSIONS AND RECOMMENDATIONS

5.1. Conclusions

The proposed alteration Designation 9468 to move the location of the secondary shaft site onto 42 Tawariki Street involves less than minor effects on the environment associated with the construction and eventual operation of the Tawariki Street Shaft site and owners or occupiers of directly affected land have provided their written agreement.

5.2. Delegated authority

The Team Leader – Plans and Places (Central South) has delegated authority, in accordance with Schedule 2A of the Auckland Council Delegations: Chief Executive

¹⁶ Pg.10 Grey Lynn Tunnel – Changes to the Tawariki Street Secondary Shaft – Noise and Vibration report. Prepared by Tonkin and Taylor Nov 22. Appendix D to WSL AEE

Officer (updated November 2023), to exercise the council’s functions, powers, duties and discretions under the Resource Management Act 1991 in relation to section 181(3).

The alteration can therefore be considered by the Team Leader – Plans and Places (Central South) and confirmed or declined under section 181(3)(c).

5.3 Recommendation

1. That pursuant to Section 181(3) of the Resource Management Act 1991, Watercare Service Limited’s notice of requirement for an alteration to Designation 9468 – Grey Lynn Tunnel (Tawariki Street Shaft Site) is **confirmed** subject to the amended conditions – 1.1, 3.6 (b) and (c), 3.8 (a) and (b), 12.1(a) and 12.2(b) and the inclusion of condition 2.2(p) recommended in Sections 1.1, 4.4, 4.5 and 4.6 of this report.
2. That Designation 9468 Grey Lynn Tunnel is amended in the Designation overlay to include 42 Tawariki Street and in Chapter K Designations in the Auckland Unitary Plan Operative in Part as recommended in Section 5.3.1 above and as shown in Section 6 of this report.

6. AGREED ALTERATIONS

The proposed text alterations to the original Designation 9468 Grey Lynn Tunnel are shown below. As discussed in this assessment these amendments include additional changes that have been proposed as a result of the subsequent purchase of 38 and 40 Tawariki Street (after the request was lodged) and additional requirements to ensure that the predicted floodwaters and Overland Flow Path over 42 Tawariki Street are accommodated at all times. The amendments to specific conditions (shown as either strike through or underlined) are as follows:

9468 Grey Lynn Tunnel

Designation Number	9468
Requiring Authority	Watercare Services Ltd
Location	<u>42</u> , 44, 46, and 48 Tawariki Street, 183 Richmond Road, and Tawariki Street road reserve, Grey Lynn
Lapse Date	10 years from inclusion in the Auckland Unitary Plan, in accordance with section 184(1) of the RMA

Purpose

Construction, operation, and maintenance of wastewater infrastructure.

Conditions

1. General Conditions

- 1.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in accordance with the information provided by the Requiring Authority in the Notice of Requirement dated February 2019, the alteration to the designation dated

November 2022 and supporting documents being:

- a) Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Notice of Requirement, Resource Consent Application and Assessment of Environmental Effects" prepared by Jacobs, dated February 2019.
- b) Notice of Requirement and Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Alteration to Designation", prepared by Tonkin + Taylor Ltd, dated October 2022
- c) Drawings as detailed below:
 -
 - Tawariki Street - Central Interceptor (DSCIN), 00 Site General Proposed Site Surface Plan No. 2011960.013 B
 - Tawariki Street - Central Interceptor (DSCIN), 00 Site General Earthworks Plan No. 2011960.017 B
- d) Technical Reports as detailed below:
 -
 - Tawariki St Shaft site relocation: Noise and Vibration - Assessment of change in effects, prepared by Tonkin + Taylor Ltd, dated October 2022
- e) Section 92 responses dated 18 April and 24 May 2019
- f) Section 92 responses for the alteration dated 17 February, 27 September and 8 December 2023

2. Construction Management

2.1 ...

2.2 The CMP(s) required by Condition 2.1 above shall include specific details relating to the management of all construction activities associated with the relevant Project stage, including:

- a)
- p) Fences and walls in the 1 per cent annual exceedance probability (AEP) floodplain must be designed to allow for the passage of flood waters up to 300mm in depth

3. Construction Noise and Vibration

3.6 Each 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) ...
- b) subject to agreement with the landowner and occupier, preparation of building condition reports on 160-178 Surrey Crescent, the 490 and 510 Richmond Road and residences at 24, 26 30, 2/20, 32, 34 and 38 Sackville Street' and 33, 35, 37, 39, and 41 and 42 Tawariki Street prior to, and after completion of works (refer to Appendix 1, 3 Reference

maps). This requirement applies where the guideline vibration limits set out in DIN4150 are expected to be exceeded at these properties;

- c) 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 where the guideline vibration limits set out in DIN4150 are expected to be exceeded;
- d) ...

3.8 The Guideline vibration limits set out in DIN4150 must not be exceeded except where the Requiring Authority can demonstrate to the satisfaction of the Council:

- 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, subject to agreement with the landowner and occupier, 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 consulted with the building owner(s) and the outcome of that consultation, including any mitigation measures that will be applied basd on this consultation, area reported to Council ~~obtained the written agreement of the building owner(s), that a higher limit may be applied.~~

Detailed Landscape Design Drawings, Maintenance Requirements and Implementation

12.1 Prior to the commencement of any work on site, the Requiring Authority shall provide to the Council's Team Leader Compliance Monitoring Central, a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect. The purpose of the detailed landscape drawings and information is to demonstrate that adverse visual and amenity effects arising from the development of permanent features on the site are appropriately mitigated. Particular regard shall be had to:

- a) Adverse visual effects on 35, 37, 39, 38, 40 and 41 ~~and 42~~ Tawariki Street;
- b) ...

12.2 The submitted information shall be generally consistent with the approved landscape concept plan(s) (prepared by Boffa Miskell dated April 2019) and shall include the design changes certified through consultation with 39 & 41 Tawariki Street; and at a minimum, shall include the following visual mitigation and planting maintenance measures:

- a) ...
- b) Planting, including plant type and size, along the western and southern boundary to partially screen views from ~~42,~~ 41, 40, 38, 39, ~~and 37~~ and 35 Tawariki Street and provide a vegetated backdrop (on site) for the above ground elements and buildings - specifically the future-proof-planned height of the air vent (8 metres);
- c) ...

Report Prepared by:



Date: 30 January 2024

Lee-Ann Lucas
Senior Policy Planner – Plans and
Places

7. SECTION 181(3) DETERMINATION

Having read the council planner's report and recommendations on the notice of requirement, I am satisfied I have adequate information to consider the matters required by the Resource Management Act 1991 (the RMA) and to make a decision under delegated authority.

Accordingly, the notice of requirement for an alteration to Designation 9468 – Grey Lynn Tunnel is **confirmed** under section 181(3)(c) of the RMA as agreed and set out in section 6 of this report.

Name: Celia Davison

Title: Manager – Central South, Plans and Places, Chief
Planning Office



Signed:

30 January 2024

Date:

SCHEDULE OF ATTACHMENTS

Attachment 1: Assessment of Environmental Effects for Notice of Requirement for Alteration to Designation 9468 to Auckland Council (dated 15 November 2022)

Attachment 2 and 2A: S92 responses including written approvals from affected parties

ATTACHMENT 1

Assessment of Environmental Effects for Notice of Requirement - Alteration to Designation 9468 Grey Lynn Tunnel dated 15 November 2022

ATTACHMENT 2 AND 2A

Section 92 responses including written approvals from affected parties

Attachment 2

**Grey Lynn Tunnel: Changes to Tawariki Street secondary shaft –
Alteration to Designation – Notice of Requirement and AEE –
prepared by Tonkin and Taylor dated November 2022**



Grey Lynn Tunnel: Changes to the Tawariki Street Secondary Shaft - Alteration to Designation

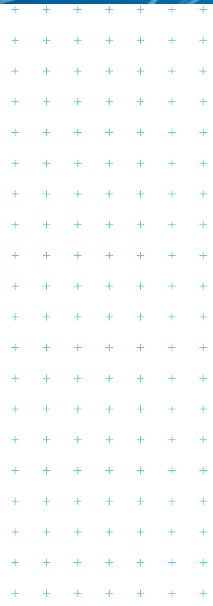
Notice of Requirement and Assessment of Effects on the Environment

Prepared for
Watercare Services Limited

Prepared by
Tonkin & Taylor Ltd

Date
November 2022

Job Number
30552.9090



Document Control

Title: GLT Tawariki Street shaft site - Alteration to designation					
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Watercare Services Limited

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Table of contents

1	Introduction	1
1.1	Watercare and the Grey Lynn Tunnel	1
1.2	Overview of alteration to designation	1
1.3	Requiring authority and property details	1
2	Environmental setting	3
2.1	Site location and description	3
2.2	AUP zoning and overlays	4
2.3	Archaeological and cultural heritage	4
2.4	Road network	4
3	Alteration to Designation	5
3.1	Tawariki Street shaft site	5
3.2	Scope of alteration	5
3.2.1	Extension of designation area	5
3.2.2	Construction programme	6
3.3	Requiring authority's objectives and alteration objectives	8
3.4	Change to designation conditions	8
3.4.1	Condition 1.1	8
3.4.2	Construction noise and vibration conditions	9
3.4.3	Landscape conditions	12
4	Assessment of effects of alteration to designation	13
4.1	Introduction	13
4.2	Positive effects	13
4.3	Noise effects	14
4.4	Vibration effects	14
4.5	Landscape and visual effects	15
4.6	Stormwater and flooding effects	15
4.7	Conclusion	16
5	Statutory assessment	17
5.1	Consideration of alternatives	17
5.2	RMA Part 2 Assessment	18
5.2.1	Section 5 – Purpose	18
5.2.2	Section 6 – Matters of National Importance and Section 7 - Other Matters	18
5.2.3	Section 8 – Treaty of Waitangi	19
5.3	NPS Urban Development 2020	19
5.4	NPS Freshwater Management 2020	20
5.5	National Environmental Standards	21
5.5.1	NES Freshwater Regulations 2020	21
5.5.2	NES Soil Regulations 2011	21
5.6	Auckland Unitary Plan	21
5.6.1	Policy assessment	21
5.6.2	Summary and discussion	25
5.7	Other matters: Change to consent condition	25
6	Consultation	26
6.1	Housing New Zealand/Kāinga Ora	26
6.2	Mana whenua	26
6.3	Auckland Transport	26
7	Notification assessment	27
7.1	Public notification	27

7.2	Limited notification	27
8	Conclusion	29
9	Applicability	30
Appendix A :	Records of Title	
Appendix B :	Existing designation	
Appendix C :	Drawings	
Appendix D :	Noise and vibration - assessment of change in effects	

1 Introduction

1.1 Watercare and the Grey Lynn Tunnel

Watercare Services Limited (Watercare) is responsible for the provision of potable (drinking) water and wastewater services in Auckland. Watercare is a Council-Controlled Organisation (CCO) of the Auckland Council. The company's vision is to be *'trusted by our communities to deliver performance every day'*.

The Grey Lynn Tunnel is a wastewater interceptor that runs from the Central Interceptor (CI) at Western Springs to Tawariki Street, Grey Lynn. This wastewater interceptor provides additional sewer capacity, reduces wet weather wastewater overflow discharges and enables future works to improve freshwater quality in central Auckland waterways. Resource consents for the Grey Lynn Tunnel and associated works were obtained from Auckland Council (AC) and the designation confirmed in 2019¹.

Currently, the Grey Lynn Tunnel terminates at 44 – 48 Tawariki Street (the 'Tawariki Street Shaft Site'). This site is designated for the purpose of *'construction, operation, and maintenance of wastewater infrastructure'* and provides for two shafts, known as the primary and secondary shaft. The primary shaft is the termination site of the Grey Lynn Tunnel and will allow for the retrieval of the tunnel boring machine (TBM) and connections to the Tawariki Local Sewer and Orakei Main Sewer. The secondary shaft to be constructed at the Tawariki Street Shaft Site allows for the connection of future sewers from the Combined Sewers Overflow (CSO) network.

1.2 Overview of alteration to designation

Since designating the Tawariki Street shaft site, Watercare has purchased the adjacent property at 42 Tawariki Street. It is now proposed to shift the secondary shaft within this property to allow for more space at the construction site. As such, Watercare seeks to extend Designation 9468 to include 42 Tawariki Street and the road reserve in front of the property.

In addition, in the original Notice of Requirement (NOR) the secondary shaft was proposed to be constructed at least 2.5 years after the primary shaft. Watercare has now identified the potential to undertake the works concurrently for the two shaft sites and seeks to alter the designation to allow for this construction programme option.

1.3 Requiring authority and property details

Requiring Authority	Watercare Services Limited
Owner of site	42 Tawariki Street: Watercare Services Limited Road reserve: Auckland Transport
Site address / map reference	42 – 48 Tawariki Street, Auckland and Road Reserve
Site area	Total designation area: Approximately 2,920 m ² Existing designation area: Approximately 2,220 m ² Area of alteration: Approximately 700 m ²
Legal description	Lot 37 Deposited Plan 38075
Records of Title reference	NA44C/1088 and Road Reserve immediately adjacent
Council	Auckland Council
Plans	Auckland Unitary Plan – Operative in Part (AUP)
Designation ID	9468

¹ Resource consent BUN60334952 and Designation 9468.

Existing Consent Reference	BUN60334952 WAT60334954
Address for service during consent processing	Tonkin & Taylor Ltd, PO Box 5271, Victoria Street West, Auckland 1142 Attention: Rachel Signal-Ross Phone: 09 352 2995 Email: rsignal-ross@tonkintaylor.co.nz
Address for service during consent implementation and invoicing	Watercare Services Ltd, 73 Remuera Road, Newmarket, Auckland Attention: Xenia Meier Phone: 021 574 585 Email: xenia.meier@water.co.nz

We attach copies of the relevant Records of Title in **Appendix A** and the existing designation in **Appendix B**.

This AEE report has been prepared on behalf of Watercare Services Limited to support an alteration to designation, and in accordance with the requirements of Part 8 of the RMA, in particular the requirements of sections 168, 171 and 181.

2 Environmental setting

2.1 Site location and description

The NoR relates to the site located at 42 – 48 Tawariki Street, Ponsonby, Auckland, as shown in Figure 2.1 below. This comprises the Tawariki Street shaft site designation area (Designation 9468) and 42 Tawariki Street (collectively referred to as ‘the site’). The existing designation partially extends into the road reserve to the south and the neighbouring school to the east (located at 183 Richmond Road).

A mix of land uses surround the site which include:

- Our Lady Perpetual Help Church and carpark to the north;
- School fields associated with Marist School and St Paul’s College to the east; and
- Residential properties to the south and west of the site.

As outlined above, 44 – 48 Tawariki Street are currently designated for the purpose of the construction, operation and maintenance of wastewater infrastructure. The dwellings on 44 – 48 Tawariki Street and 42 Tawariki Street have been removed.



Figure 2.1: Site location plan showing Designation 9468 in maroon and proposed extension in purple (Source: Auckland Council AUP Maps)

2.2 AUP zoning and overlays

The planning notations at the site inclusive of zoning are identified in **Table 2.1** below. 42 Tawariki St (along with 44-48 Tawariki St) is zoned Residential – Mixed Housing Urban under the AUP.

Table 2.1: Zoning and planning notations

Zoning / planning notations	Comment
Auckland Unitary Plan Mapviewer	
Residential - Mixed Housing Urban Zone	Applies to the entire site
Controls: Macroinvertebrate Community Index – Urban	Applies to the entire site
Designations – 9468: Construction, operation, and maintenance of wastewater infrastructure (Grey Lynn Tunnel), Watercare Services Ltd	Applies to 44 – 48 Tawariki Street, a section of the road reserve and neighbouring school. Watercare proposes to extend the designation to include 42 Tawariki Street and adjacent road reserve.

In addition to the above, the Auckland Council Geomap Viewer identifies a potential flood plain on 42 Tawariki St. Two minor overland flood paths are also mapped across 42 Tawariki St.

2.3 Archaeological and cultural heritage

No known archaeological or other historic heritage sites are located on or near the proposed works on Tawariki Street. The shaft site and the surrounding properties are not subject to the Historic Heritage overlay or the Sites and Places of Significance to Mana Whenua overlay under the AUP.

2.4 Road network

Tawariki Street is a cul-de-sac which runs in an east-west direction and connects to Parawai Crescent at its western end. It has a single traffic lane in either direction with on-street parking on both sides of the road. Pedestrian footpaths are also provided along the street.

Parawai Crescent runs in a general north-south direction and connects to Hukanui Crescent at its northern end and Richmond Road to the south. Similar to Tawariki Street, the nearby streets are residential in nature. The posted speed limit in the area is 50km/h.

3 Alteration to Designation

3.1 Tawariki Street shaft site

The Grey Lynn Tunnel including the Tawariki Street site is subject to a suite of existing consents. In addition, Designation 9486 specifically provides for the construction of two shafts and associated infrastructure at 44 – 48 Tawariki Street. As set out in the original application, works at the shaft site will generally comprise:

- Site establishment, including vegetation removal, services relocations, site levelling and drainage works, establishment of erosion and sediment control measures, formation of construction access, establishment of site buildings and services; and construction of site perimeter fencing and noise mitigation barriers;
- Construction of the primary and secondary shafts;
- Dewatering of the shafts;
- Construction of two underground chambers and a grit trap; and
- Reinstatement on completion, including parking areas, landscape planting, an above-ground plant room (approximately 90 m² and 4 m high), and an air vent stack (up to 8 m in height).

The effects associated with construction activities and the long-term operation of infrastructure at the Tawariki Street site were considered through the previous application process. The primary shaft, underground chambers and grit trap as well as the plant room and air vent stack are contained within the existing designation and do not form part of this NoR.

This alteration to designation and associated assessment of effects is limited to the changes described below.

An application pursuant to Section 127 of the RMA 1991 for a change to the regional consent conditions has also been prepared and lodged with Auckland Council.

3.2 Scope of alteration

3.2.1 Extension of designation area

Since consenting and designating the Tawariki Street site, Watercare has purchased the property at 42 Tawariki Street. Watercare now proposes to relocate the secondary shaft to within this property to allow for more space at the construction site. As such, Watercare seeks to extend the area of Designation 9468 to include 42 Tawariki Street and a small area of the road reserve immediately in front of the property.

The secondary shaft is located approximately 20m to the west of its original location. The noise and vibration effects and landscape effects of the change in location of the secondary shaft are addressed in this AEE. Otherwise, there is no other change in effects associated with this alteration to the designation area and relocation of the secondary shaft beyond those already provided for through the existing designation.

The extension of the designation area comprises less than 17m of linear road frontage on the northern side of Tawariki Street. The removal of the single car on-road parking in this area, and in front of 40 Tawariki Street for the duration of the project, was provided for in the original application. As required by Condition 2.3, a parking plan will be developed in consultation with the owners of the specified properties, and the residential vehicle crossing will be reconstructed as required by Condition 5.2(k). Pedestrian access will be maintained as already required by Condition 5.2(e) and (f). No changes are proposed to construction traffic routes and trip generation assumptions that are outside the existing designated envelope. As required by Condition 1.2, the

extent of the designation will be reviewed following completion and commissioning of the project and those parts of the designation no longer required, including within the road reserve, will be reviewed in accordance with Section 182 of the RMA.

Other than the alteration to conditions identified in Section 3.4 below, no other changes are proposed. All other conditions of Designation 9468 will continue to apply to the existing designated area and will also apply to the additional area identified below which is the subject of this alteration.



Figure 3.1: Alteration to designation extent: Existing Designation 9468 extent in maroon and proposed extension in purple (Source: Auckland Council AUP Maps).

3.2.2 Construction programme

In the original NoR the secondary shaft was proposed to be constructed at least 2.5 years after the primary shaft. Since consenting and designating of the Grey Lynn Tunnel, Watercare has identified the potential to undertake the works concurrently for the two shafts. This would allow for efficiencies in construction and for future local connections to be made sooner. As the original application was based on the separate construction periods, Watercare now seeks to alter the designation to allow for the option of constructing the two shafts in the one construction period (noting construction may still occur across two separate construction periods as already provided for in the existing designation).

There is no change in effects associated with the option of constructing the shafts in the one construction period rather than across two separate construction periods. Rather the effects as already assessed will occur, albeit in a different and potentially more truncated overall timeframe

(due to the need to mobilise, establish and disestablish on site only once rather than twice). If the works occur in the one construction window, this may also result in a potential reduction in traffic movements for the same reason (i.e. efficiencies in construction including mobilising, establishing and disestablishing once rather than twice). In any case, the effects of the change in construction programme are within the envelope of effects considered through the original NoR and provided for in existing Designation 9468.

3.3 Requiring authority's objectives and alteration objectives

Section 171(1)(c) of the RMA requires regard to be had to "whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought".

Watercare's project objectives for the Grey Lynn Tunnel are:

- To provide additional sewer network capacity for growth and development across the Auckland Isthmus;
- To reduce current wet weather wastewater overflow discharges, improving public health and environmental conditions; and
- To enable future works to further improve freshwater quality for the Grey Lynn catchment.

The alteration to the designation is necessary to achieve these objectives because it will:

- Enable the proposed works to be undertaken in a comprehensive and integrated manner across Watercare's landholdings, utilising the same conditions and management plans across the site;
- Provide Watercare with greater certainty to plan for the construction, operation and maintenance of the site in accordance with the designation.
- Provide Watercare with greater flexibility and allow it to carry out all necessary works at the Tawariki Street shaft site effectively and efficiently.

3.4 Change to designation conditions

To allow for the changes set out in Section 3.2 above, Watercare proposes to change the conditions of Designation 9468 as set out below.

3.4.1 Condition 1.1

Condition 1.1 of Designation 9648 requires that the works be undertaken in accordance with the plans and reports submitted as part of the application. To allow the shafts to potentially be constructed in the one construction period and to allow for the use of 42 Tawariki Street, amendments to Condition 1.1 are proposed to refer to the information provided in this NoR.

Watercare also proposes to undertake some minor or administrative changes at the same time. Specifically:

- To amend the overarching condition 1.1 from 'in accordance with' to 'in general accordance with' to provide for some flexibility anticipated by the designation process (but currently lacking in the existing designation conditions).

This will allow for further refinements to the design and construction methodology to occur within scope of the designation, avoiding the need for multiple alterations to the designation to address minor changes to design or construction (noting such matters are appropriately addressed through Section 176A Outline Plan of Works requirements).

- To amend Condition 1.1 to clarify that the reports referenced are only relevant to the extent to which they relate to section 9(3) matters consistent with the scope of a designation.

Condition 1.1 refers to all of the reports provided with the original NoR and resource consent application. However, a designation can only regulate section 9(3) matters in the RMA, and it is inappropriate for a designation to seek to control all aspects of a development when some components are addressed in the resource consent process. To avoid Watercare potentially having to alter the designation for a regional consenting matter which bears no relevance to a

designation (but is nonetheless included within the designation conditions), Watercare proposes to amend Condition 1.1 to clarify that the reports referenced are only relevant to the extent to which they relate to section 9(3) matters. This will clarify the relationship between the two authorisations for the works to occur on Tawariki St.

Watercare's required drafting of Condition 1.1 is as follow (additions underlined, deletions ~~struck-through~~):

Plans and Information

1.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the plans and information submitted with the application (as relevant to section 9(3) matters), including:

a) Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Notice of Requirement, Resource Consent Application and Assessment of Environmental Effects" prepared by Jacobs, dated February 2019.

b) Notice of Requirement and Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Alteration to Designation", prepared by Tonkin + Taylor Ltd, dated October 2022

c) Drawings as detailed below:

...

d) Technical Reports as detailed below:

...

Tawariki St Shaft site relocation: Noise and Vibration - Assessment of change in effects, prepared by Tonkin + Taylor Ltd, dated October 2022

e) Section 92 responses dated 18 April and 24 May 2019

3.4.2 Construction noise and vibration conditions

Designation conditions 3.1 to 3.9 set out the requirements for managing construction noise and vibration. Minor amendments are required to the construction vibration condition to remove reference to 42 Tawariki Street which is now owned by Watercare, and instead refer to the new immediate neighbours as a result of the shift in shaft location.

Watercare also proposes to undertake some further minor or administrative changes. Specifically, changes are proposed to rationalise the conditions and better relate the requirements of the conditions to potential effects on the environment as set out below.

3.4.2.1 Conditions 3.6 and 3.8

Condition 3.6(a)-(g) sets out the matters to be addressed in the Construction Noise and Vibration Management Plan (CNVMP). Condition 3.6(b) requires a number of building condition reports to be prepared pre and post construction as part of the CNVMP, however this requirement applies regardless of the actual likelihood of damage from vibration.

Both the original vibration assessment prepared in support of the designation, and the updated assessment attached to this NoR conclude that for the majority of the works, construction vibration levels are likely to comply with vibration limit guidelines in the AUP, DIN 4150-3 and BS 5228-2. Furthermore, Condition 3.6 requires the CNVMP to set out measures to be adopted to meet the requirement of DIN 4150-3:1999.

On this basis, the requirement for mandatory building condition surveys is considered to be overly onerous and unnecessary where the works are expected to comply with the relevant AUP permitted activity standards which are designed to protect buildings and structures from damage.

Condition 3.8 allows for exceedances of DIN 4150-3 subject to certain criteria being met. Watercare proposes to amend the relevant parts of this condition such that the building condition surveys are tied to instances where the permitted vibration standards are expected to be exceeded.

Condition 3.8 currently requires written approval from neighbouring properties to exceed the standards. As discussed in the McMillen Jacobs assessment, whilst some vibrations may be just above the vibration limits set out in the AUP, low-level vibrations are generally considered acceptable and can be tolerated provided that prior warning and explanation of the drilling operations are provided to the residents. As such, requiring written approval for exceedances of a permitted activity standard is not considered to be appropriate. Instead, Watercare proposes to consult with adjacent properties, and offer building condition surveys to property owners where limits are expected to be exceeded.

Watercare's drafting of Conditions 3.6 to 3.8 is as follows (additions underlined, deletions ~~struck-through~~):

3.6 Each 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) subject to agreement with the landowner and occupier, preparation of building condition reports on 160-178 Surrey Crescent, the 490 and 510 Richmond Road and residences at 24, 26, 30, 2/20, 32, 34 and 38 Sackville Street' and 33, 35, 37, 39, 41 and 42-38 & 40 Tawariki Street prior to, and after completion of works (refer to Appendix 1, 3 Reference maps). **This requirement applies where the guideline vibration limits set out in DIN4150 are expected to be exceeded at these properties;***
- c) 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 **where the guideline vibration limits set out in DIN4150 are expected to be exceeded;***
- d) identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry), along with the details of consultation with the land owners of the sites where the sensitive activities are located and any management measures that will be adopted based on this consultation;*
- e) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed vibration management measures and any feedback received from those stakeholders, along with the vibration management measures that will be adopted based on this consultation;*
- f) methods for monitoring and reporting on construction vibration; and*
- g) methods for receiving and responding to complaints about construction vibration.*

- 3.7 Construction activities shall comply with the Guideline vibration limits set out in DIN 4150-3:1999 unless varied in accordance with Condition 3.8.
- 3.8 The Guideline vibration limits set out in DIN4150 must not be exceeded except where the Requiring Authority can demonstrate to the satisfaction of the Council:
- 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, **subject to agreement with the landowner and occupier**, an assessment of the building(s) by a suitably experienced and qualified structural engineer and a full pre-condition survey; and
 - that the Requiring Authority **has consulted with the building owner(s) and the outcome of that consultation, including any mitigation measures that will be applied based on this consultation, are reported to Council obtained the written agreement of the building owner(s) that a higher limit may be applied.**

The designation also contains a reference map for the building condition surveys required by Condition 3.6. An updated version of the reference map is required as shown below.



3.4.3 Landscape conditions

Minor amendments are required to the landscape conditions to remove reference to 42 Tawariki Street which is now owned by Watercare, and instead refer to the new immediate neighbours as a result of the shift in shaft location as follows:

13.1 Prior to the commencement of any work on site, the Requiring Authority shall provide to the Council's Team Leader Compliance Monitoring Central for written certification, a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect. The purpose of the detailed landscape drawings and information is to demonstrate that adverse visual and amenity effects arising from the development of permanent features on the site are appropriately mitigated. Particular regard shall be had to:

a) Adverse visual effects on 33, 35, 37, 39, 41 and 38 & 40 42 Tawariki Street ...

13.2 The submitted information shall be generally consistent with the approved landscape concept plan(s) (prepared by Boffa Miskell dated April 2019) and shall include the design changes certified through consultation with 39 & 41 Tawariki Street; and at a minimum, shall include the following visual mitigation and planting maintenance measures:

...

b) Planting, including plant type and size, along the western and southern boundary to partially screen views from 38 & 40 42, 41, 39, 37 and 35 Tawariki Street and provide a vegetated backdrop (on site) for the above ground elements and buildings - specifically the futureproof-planned height of the air vent (8 metres);

4 Assessment of effects of alteration to designation

4.1 Introduction

The following assessment identifies and assesses the types of effects that may arise from the proposed works. The scope of this assessment is limited to the change in effects from the alteration, and does not reassess the effects of the overall works itself.

This assessment also outlines the measures that Watercare proposes to avoid, remedy or mitigate any potential adverse effects on the environment.

The secondary shaft is located approximately 20m to the west of its original location. The noise and vibration effects and landscape effects of the change in location of the secondary shaft are addressed in this AEE. There is no other change in effects associated with this alteration to the designation area and relocation of the secondary shaft beyond those already provided for through the existing designation.

The works authorised by the existing designation will have a range of other actual and potential effects on the environment. These effects, including construction traffic² and erosion and sediment control, have not been reassessed in this alteration to designation as no changes are proposed in relation to these matters. This alteration to designation does not assess effects relating to regional consenting issues, as they sit outside of the matters to be considered and will be separately assessed and addressed through a s127 application.

It is important to note that Watercare already owns 42 Tawariki St and could undertake a number of activities as of right on the site, including demolition of the existing dwelling and construction of a drop shaft³. As such, some of the effects on surrounding landowners from this alteration to designation would be generally similar in nature to activities which could occur as of right as a permitted activity.

4.2 Positive effects

The works required within 42 Tawariki St will contribute to the wider CI project. This has significant positive effects which include:

- Providing network capacity for existing development and future growth;
- Reducing overflows to stream and coastal environments in the catchments it serves; and,
- Enabling future works to further improve fresh water quality for the Grey Lynn catchment.

The CI main works will be integral to the ongoing operation of the wastewater network in Auckland over the next 50 years and beyond. The wastewater network enables the communities of Auckland to provide for their ongoing health and wellbeing and for continued economic growth and development across Auckland. The wastewater network is fundamental to the health and operation of Auckland.

Specifically in relation to the alteration to designation, the additional site area will allow for a more manageable site layout and greater efficiency and flexibility for the project's construction activities and programme.

² No changes are proposed to construction traffic volumes, and the loss of on-street parking outside 42 Tawariki St was already provided for and assessed as part of the original Notice of Requirement.

³ Permitted under AUP rule E26.2.3.1 (A57)

4.3 Noise effects

A Noise and Vibration Assessment has been prepared in support of this alteration to designation (Appendix D). In summary:

- No changes are proposed in relation to construction traffic noise and operational noise effects. Those noise effects have already been assessed and addressed through the original NoR and are not considered here.
- The construction methodology is not proposed to change. The same equipment and activities are expected to occur for the construction of the secondary shaft as detailed in the original NoR and supporting AEE and MDA noise and vibration assessment.
- The assessment determines that much of the construction activity proposed for the site will comply with the noise levels set by the designation.
- The most significant noise-generating activity would be sheet piling (if required) to support the shaft excavation. Whilst it is not yet known whether sheet piling will be required for the construction of the secondary shaft, the Noise and Vibration Assessment (Appendix D) has conservatively assessed the potential effects if it were to occur.
- In this instance, noise levels from sheet piling on 42 Tawariki Street are predicted to be higher for several receivers compared to the assessment in the original NoR due to sheet piling occurring closer to these properties (i.e. due to the secondary shaft being relocated approximately 20m to the west).
- While there are potentially changes in noise levels, the assessment of noise levels associated with sheet piling are a 'worst-case' scenario, given it is not yet known if sheet piling will occur, and if it does occur it will only be for a limited time, with lower noise levels associated with the majority of the construction period.
- These changes in noise level do not materially change the nature of the construction noise effects for the project. It was always anticipated that sheet piling would result in exceedances of the noise limits set in condition 3.2, and consequently the designation conditions provide for an Activity Specific Construction Noise Management Plan (ASCNMP) (Condition 3.5). Consultation with residents around timing and duration of sheet piling (if required) will be an important aspect of noise management, and will be a key consideration in the preparation of ASCNMP.

Overall, the change in noise effects associated with the relocated shaft site and altered construction programme are no more than minor. The noise effects are consistent with those originally assessed and will be appropriately addressed through noise management and mitigation measures required by the conditions of Designation 9468 including the CNVMP and ASCNMP.

4.4 Vibration effects

Construction of the secondary shaft and other associated works on the site will involve a range of potential vibration sources, such as pile driving, operation of cranes and other heavy vehicles, and excavation of the shaft. A Noise and Vibration Assessment has been prepared in support of this alteration to designation (Appendix D). In summary:

- Vibration effects will be temporary and vibration levels from most equipment are predicted to be well below the guideline limits in DIN 4150-3.
- Whilst it is not yet known whether sheet piling will be required for the construction of the secondary shaft, the Noise and Vibration Assessment has conservatively assessed the potential effects if it were to occur. If sheet piling is undertaken within 13 m of 38-40 Tawariki Street, it may exceed DIN 4150-3.

- As set out in Section 3, Watercare proposes to change Condition 3.6 to require building condition surveys where construction vibration is expected to exceed DIN 4150-3. Where sheet piling occurs within 13 m of 38-40 Tawariki Street it will require an assessment of the dwelling to ensure it can withstand a higher level of vibration, as per Condition 3.8(a), as well as consultation with the building owner(s) (revised Condition 3.8(b)).
- Condition 3.6 requires the Construction Noise and Vibration Management Plan to address measures to monitor and mitigate the effects of construction vibration.

Overall, the proposed conditions for managing the effects of construction vibration are considered to be appropriate, particularly given almost all of the works are expected to comply with DIN 4150-3. The vibration effects associated with the relocated shaft site are no more than minor and consistent with those originally assessed.

4.5 Landscape and visual effects

A Landscape and Visual Effects Assessment (LVEA) was prepared in support of the original Grey Lynn Tunnel NoR. The LVEA concluded that construction activities will have a minor temporary adverse visual and landscape effect on the immediate visual catchment (occupiers at 37 – 41 and 42 Tawariki Street), primarily due to the presence of a crane on site. The assessment concluded that there will be less than minor effects beyond the immediately neighbouring sites.

From a visual and landscape perspective, the nature of the activity will not change as a result of this alteration. The only change will be that the immediate visual catchment has shifted slightly (approx. 20m to the west), such that the properties in the immediate visual catchment will now include 35, 38 & 40 Tawariki Street (albeit the presence of a crane would already have been visible from these properties).

Tawariki Street is not subject to any character or landscape overlays in the AUP, and is zoned Mixed Housing Urban. This zone provides for reasonably high-intensity development, with up to three dwellings of up to three storeys permitted as of right on any site. As such, construction activity is an expected part of the environment.

Overall, the visual effects associated with the construction phase of the project have already been considered and provided for in the designation, and the only resulting change of this alteration to designation is a slight shift in the location of construction activities. On this basis we consider that the change in visual effects associated with this alteration to designation will be no more than minor.

Once complete, as set out in the original LVEA the infrastructure will constitute a minor element of the view from the adjacent properties and will not be dominant. The designation conditions as amended above will appropriately address the long term visual and amenity effects arising from the development of permanent features on the site. The long-term visual effects of the project will continue to be less than minor as set out in the original LVEA.

4.6 Stormwater and flooding effects

Works and infrastructure within floodplains or overland flow paths have the potential to exacerbate natural hazards if this is not managed or designed correctly with mitigation in place. 42 Tawariki Street is at the top of an indicative flood plain which drains to the west of the site. Works within the site are therefore unlikely to have any ‘up-stream’ flooding effects.

The permanent infrastructure to be constructed on the site will largely be underground, flush or close to flush with the ground. A retaining wall is proposed on the western boundary of the site, and a stormwater trench will be constructed alongside the wall. The drain will be appropriately sized and stormwater will be discharged from the site via the drain into the existing stormwater system.

More broadly, the Central Interceptor project will reduce flooding risk due to the increased capacity and conveyance of wastewater, ultimately reducing flooding risk.

The project works proposed for 42 Tawariki St are also anticipated to meet the permitted activity requirements of Rule E36.4.1 (A35) '*New structures and buildings designed to accommodate flood tolerant activities up to 100m² gross floor area within the 1 per cent annual exceedance probability (AEP) floodplain*'.

Overall, the stormwater and flooding effects of the alteration to designation to include 42 Tawariki Street are expected to be negligible and therefore less than minor.

4.7 Conclusion

The noise and vibration effects and landscape effects of the change in location of the secondary shaft are addressed in this AEE. There is no other change in effects associated with this alteration to the designation area and relocation of the secondary shaft beyond those already provided for through the existing designation. The methodology for constructing the shaft will be the same as described in the original application, and no changes are proposed to the primary shaft, Grey Lynn Tunnel alignment or other on-site works.

Existing designation conditions relating to construction noise and vibration, and landscape and visual effects will also apply to the alteration to the designation. Subject to the minor changes to the conditions, as set out in Section 3, we consider that the change in effects associated with the relocated shaft site and altered construction programme are consistent with those originally assessed, and will be appropriately addressed through the implementation of the designation conditions and associated management plans.

The assessment set out above concludes that the effects from the relocated shaft site can be appropriately avoided, remedied and mitigated such that they are no more than minor.

5 Statutory assessment

This NoR to alter a designation has been prepared in accordance with the requirements of Section 181 of the RMA and relevant provisions, in particular sections 168 and 171.

Section 171 of the RMA sets out the matters to which a territorial authority must have regard to, subject to Part 2 of the RMA, when considering a NoR. These are:

- Any actual and potential effects on the environment of allowing the requirement, including any positive effects (refer Section 4 above).
- Any relevant provisions of a national policy statement, a regional policy statement or plan.
- If the requiring authority does not have sufficient interest in the land for undertaking the work, or if the works will have a significant adverse effect on the environment, whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work.
- Whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought (refer Section 3.3 above).
- Any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.

The assessment under section 171(1) of the RMA is limited to the works proposed as part of the alteration. It does not include works or effects that are or could reasonably be generated by the existing designation.

5.1 Consideration of alternatives

Section 168A(3) requires the consent authority to consider whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the works if the requiring authority does not have an interest in the land sufficient for undertaking the work. The site at 42 Tawariki Street is owned by Watercare and as such, the consideration of alternatives is limited to Watercare's proposal to designate a small area of road reserve directly adjacent to 42 Tawariki Street. Alternatives are assessed as set out below.

Table 5.1: Alternatives

Alternative site, route or method	Comment
Expand site in a different direction	Discounted on basis that Watercare owns 42 Tawariki Street, so would not be an efficient use of resources to use other land.
Retain previously assessed secondary shaft location	As design has progressed, Watercare has determined that the previously designated site is challenging from a construction and health and safety perspective, and would impact on timeframes, delaying realisation of positives of project (i.e. improved water quality), and also additional expense.
Obtain separate district plan land use consent for works in the road reserve	If Watercare was to hold a district land use consent for part of the works, with the remainder subject to the designation, it could result in inconsistencies between conditions for different parts of the site.

The above is considered to represent an adequate consideration of alternatives taking into account the small additional area of road reserve which is located immediately adjacent to the existing designated section of road reserve and the Watercare-owned site. It represents a logical and

practical minor alteration to the designation boundary to provide for the works to occur in an efficient manner.

Furthermore the designation of the road reserve is for the duration of construction only. Existing consent conditions require that as soon as practicable following commissioning of the project, the Requiring Authority shall review the extent of the designated area and in consultation with Auckland Transport give notice to the Council in accordance with Section 182 of the RMA for the removal of those parts of the designation which are not required for the long-term operation and maintenance of the Project (Condition 1.2)

The alteration to designation will not have a significant adverse effect on the environment (as discussed in Section 4).

5.2 RMA Part 2 Assessment

Part 2 of the RMA sets out the purpose and principles of the Act. The purpose of the RMA is to promote the sustainable management of natural and physical resources, with sustainable management being defined in section 5(2) of the RMA.

The proposal is consistent with the overall purpose of the Act as summarised in Sections 5.2.1 to 5.2.3 below.

5.2.1 Section 5 – Purpose

With regard to section 5 of the RMA, the Grey Lynn Tunnel, and wider CI project represents the sustainable use of natural and physical resources, providing a vital infrastructure service in a manner which avoids significant effects on the community and the natural environment. CI will provide additional capacity for the metropolitan wastewater network, supporting the intensification of the Auckland Isthmus. It will support the delivery of additional housing and business space for Auckland's residents, thereby enabling the community's economic and social wellbeing.

The Grey Lynn Tunnel and wider CI project will contribute to reducing the frequency of wastewater overflows helping improve the water quality of local watercourses. This will assist in the reducing the environmental footprint of the wastewater network and will assist in ongoing efforts to restore Cox's Creek and other urban streams. The alteration to designation will enable Watercare to efficiently deliver the project, contributing to the project objectives.

Watercare will continue to work with mana whenua, principally through its Kaitiaki Forum. The cultural values of freshwater are recognised by Watercare, and the CI and Grey Lynn Tunnel Project's reduction in wastewater overflows will assist efforts to restore the mauri of local freshwater resources.

Finally, Watercare has proposed a range of measures during both the construction and ongoing operation of the Grey Lynn Tunnel to address potential adverse effects, which have been incorporated into the conditions of Designation 9468. The use of construction management practices, such as erosion and sediment controls, will ensure that the construction phase will have no more than minor adverse effects.

5.2.2 Section 6 – Matters of National Importance and Section 7 - Other Matters

Section 6 of the RMA sets out the matters of national importance that must be recognised and provided for to achieve the purpose of the Act. There are no matters of national importance of particular relevance to this minor alteration to designation (noting Section 6 matters were comprehensively addressed through the Grey Lynn Tunnel resource consent and designation process). Section 7 outlines other matters that must be given particular regard to in achieving the purpose of the RMA. Those that are relevant to this application include:

- a kaitiakitanga and (aa) the ethic of stewardship
- b the efficient use and development of natural and physical resources
- c the maintenance and enhancement of amenity values

With regard to section 7(a) and 7(aa), the alteration to designation will not compromise the ability of tāngata whenua to practice their role and activities as kaitiaki or the ethic of stewardship. More broadly CI and Grey Lynn Tunnel deliver significant benefits to improving water quality.

With regard to section 7(b), the proposed expansion to the designation will enable the proposed works to be undertaken in a comprehensive and integrated manner across Watercare's landholdings, utilising the same conditions and management plans across the site, and in an efficient manner. For these reasons, the alteration is considered to be an efficient use and development of natural and physical resources in the area.

In relation to sections 7(c), the works will maintain the amenity of the area. Watercare has proposed a range of measures during both the construction and ongoing operation to address potential adverse effects, which have been incorporated into the conditions of Designation 9468. The use of construction management practices, such as the Construction Noise and Vibration Management Plan, will ensure that the construction phase will have no more than minor adverse effects. Following completion of construction at Tawariki Street, landscaping required by the existing designation conditions will ensure amenity values are maintained.

Regarding section 7(f), the overall Project will deliver benefits to both the community and the natural environment, given its role in supporting urban intensification and reducing wastewater overflows. The alteration to designation supports the attainment of these benefits.

5.2.3 Section 8 – Treaty of Waitangi

Section 8 of the RMA requires that the principles of Te Tiriti o Waitangi are taken into account. These principles have been taken into account as part of the engagement process with mana whenua (as described in more detail in Section 6). Watercare has consulted and engaged with mana whenua throughout the CI and Grey Lynn Tunnel Project through its Kaitiaki Managers' Forum and continues to do so through the construction period including in relation to this alteration to designation.

5.3 NPS Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPSUD) came into effect on 20 August 2020. Objective 1 of the NPSUD is to enable New Zealand to have well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. The NPSUD is also focused on providing sufficient development capacity to meet the different needs of people and communities and integrating land use planning and infrastructure planning.

Plan Change 78 (PC78) was notified on 18 August 2022. PC78 responds to the government's National Policy Statement on Urban Development 2020 (amended in 2022) and requirements of the Resource Management Act.

One of the qualifying matters identified in PC78, which allows Council to reduce building density, is Water and Wastewater Constraints. Whilst no change to the zoning of the shaft site is proposed in PC78, much of the area surrounding the Tawariki Street shaft site is subject to the Water and Wastewater Constraint. PC78 proposes to change large areas of the wider catchment from Single House zone to a new Low Density Residential Zone. The Low Density Residential Zone reduces the level of development enabled by the Medium Density Residential Standards - the lack of capacity in the wastewater system in this area constrains up-zoning.

Once complete, the CI project will allow for added capacity across the wider wastewater network and directly benefits downstream areas, such as the Central Business District and Freemans Bay, allowing for future up-zoning to provide for urban intensification and addition development capacity.

5.4 NPS Freshwater Management 2020

The National Policy Statement for Freshwater Management 2020 (NPS-FM) provides guidance on how freshwater is to be managed in a manner that gives effect to Te Mana o te Wai. Table 6.1 below provides an assessment against the relevant provisions of the NPS-FM. Overall, the proposed works are considered consistent with the objective of the NPS-FM, in terms of providing firstly for the health of freshwater ecosystems as well as the social, economic and cultural well-being of communities

Table 5.2: NPS-FM assessment

Reference	Comment
<p>Objective (1) – The objective of this National Policy Statement is to ensure that natural and physical resources are managed in a way that priorities:</p> <p>d First, the health and well-being of water bodies and freshwater ecosystems;</p> <p>e Second, the health needs of people (such as drinking water); and</p> <p>f Third, the ability of people and communities to provide for their social, economic and cultural well-being, now and in the future.</p>	<p>The proposed works will be managed in a way that prioritises the health and well-being of water bodies (including groundwater) and freshwater ecosystems.</p> <p>The proposed works will provide an improvement to the wastewater network by reducing the potential for wastewater contamination in freshwater ecosystems as a result of future intensification and development.</p> <p>The proposed works form part of the CI project, which is a piece of regionally important wastewater infrastructure which enables people and communities to provide for their social, economic and cultural well-being, now and in the future.</p>
<p>Policy 1 – Freshwater is managed in a way that gives effect to Te Mana o te Wai.</p>	<p>The proposed works will be undertaken in a manner that protects the health of freshwater and contributes to improved freshwater outcomes by reducing the risk of wastewater contamination as a result of development, thereby making a positive contribution to giving effect to Te Mana o te Wai.</p>
<p>Policy 2 - Tangata whenua are actively involved in freshwater management (including decision making processes), and Māori freshwater values are identified and provided for.</p>	<p>The site itself is not located in an area of significant cultural value or within a statutory acknowledgement area. Watercare continues to engage with mana whenua through their Kaitiaki Forum, providing opportunities for mana whenua involvement in freshwater management.</p>
<p>Policy 3 - Freshwater is managed in an integrated way that considers the effects of the use and development of land on a whole-of-catchment basis, including the effects on receiving environments.</p>	<p>By addressing effects on water quality as a component of land use, the potential effects of the proposed activity are being considered in an integrated way.</p> <p>Policy 3 refers to the use and development of land on a whole-of-catchment basis. This application concerns the development of a wastewater sewer pipeline which will provide network capacity to enable future development to occur while</p>

Reference	Comment
	minimising the risk of wastewater overflows to freshwater ecosystems.
Policy 5 - Freshwater is managed through a National Objectives Framework to ensure that the health and well-being of degraded water bodies and freshwater ecosystems is improved, and the health and well-being of all other water bodies and freshwater ecosystems is maintained and (if communities choose) improved.	The CI project and Grey Lynn Tunnel will improve the health and wellbeing of waterbodies and freshwater ecosystems by reducing the risk of wastewater overflows to surface water as a result of future development. Therefore, the works will improve the resilience of the wastewater infrastructure and help maintain and improve the health and well-being of water bodies and freshwater ecosystem.
Policy 12 - The national target (as set out in Appendix 3) for water quality improvement is achieved.	CI will contribute to an improvement in water quality by reducing the risk of wastewater overflows to freshwater ecosystems as future development occurs. The proposed works will help contribute to the achievement of national targets for water quality by improving the resilience of wastewater infrastructure.
Policy 15 – Communities are enabled to provide for their social, economic, and cultural well-being in a way that is consistent with this National Policy Statement.	The designated works (and associated alteration) relate to the construction of a local wastewater sewer pipeline which will reduce the risk of wastewater overflows to freshwater ecosystems as a result of future development. These works form a connecting part of the wider Central Interceptor project, which is a regionally important wastewater infrastructure upgrade that enables communities to provide for their social, economic and cultural wellbeing.

5.5 National Environmental Standards

5.5.1 NES Freshwater Regulations 2020

The NES-FW regulates activities that pose risks to the health of freshwater and freshwater ecosystems. The standards apply to activities in relation to farming activities, natural wetlands, instream structures and the reclamation of rivers. There are no applicable standards relevant to this application.

5.5.2 NES Soil Regulations 2011

The NES Soil applies to land where an activity described in the Hazardous Activities and Industries List (HAIL) is occurring, has occurred or likely to have occurred. The site and surrounding land is residential. A Preliminary Site Investigation prepared as part of the original Grey Lynn Tunnel application concluded it is unlikely that a HAIL activity has been undertaken within the vicinity of the shaft site. Therefore, the NES Soil does not apply.

No other national environmental standards are relevant.

5.6 Auckland Unitary Plan

5.6.1 Policy assessment

An assessment against the relevant objectives and policies of the AUP is set out in Table 5.2 below.

Table 5.3: Auckland Unitary Plan objectives and policies

Reference	Comment
Chapter B3 – Infrastructure, transport and energy	
B3.2.1 Objective (4) – The functional and operational needs of infrastructure are recognised.	There is a functional and operational need for the proposed work to be located where they are in order to align with existing wastewater infrastructure and support future intensification. The alteration to designation provides for more space for the construction of the shafts, enabling a more effective / efficient layout and design within the designation footprint.
B3.2.2 Policy (1) – Enable the efficient development, operation, maintenance and upgrading of infrastructure.	The alteration to designation provides for the efficient development of wastewater infrastructure on the site. The overall designated works which will provide for positive benefits in relation to reducing the risk of wastewater overflows to enable future development.
B3.2.2 Policy (8) – Avoid, remedy or mitigate the adverse effects from the construction, operation, maintenance or repair of infrastructure.	The construction methodology is designed to first avoid adverse effects where practicable. Where adverse effects cannot be avoided, the measures set out in the designation conditions and corresponding management plans will appropriately mitigate the adverse effects of the works.
Chapter B6 – Mana Whenua	
Objective B6.3.1 (2) - The mauri of, and the relationship of Mana Whenua with, natural and physical resources including freshwater, geothermal resources, land, air and coastal resources are enhanced overall.	Ongoing engagement is being undertaken with the relevant mana whenua to the CI project. This is detailed below in Section 6.2. This engagement has ensured that mana whenua values and relationship with the environment has been considered and factored into the Project.
Policy B6.3.2 (3) - Ensure that any assessment of environmental effects for an activity that may affect Mana Whenua values includes an appropriate assessment of adverse effects on those values	
Chapter E1 – Water quality and integrated management	
E1.2 Objective (3) – Stormwater and wastewater networks are managed to protect public health and safety and prevent or minimise adverse effects of contaminants on freshwater and coastal water quality.	The proposed works will be managed to protect public health and safety and minimises adverse effects of contaminants on freshwater by ensuring the risk of wastewater overflows are reduced as future development occurs.
E1.3 Policy (19) – Ensure wastewater networks are designed and operated to minimise wet weather overflows by: a Requiring wastewater networks to be designed and constructed in accordance with recognised industry standards, including being sized to cater for the maximum probably development level of the area to be serviced;	The proposed works are for the purposes of extending the existing local network connection to CI in order to reduce wastewater overflows entering freshwater ecosystems. The Grey Lynn Tunnel and secondary shaft will be designed and constructed in accordance with recognised industry standards and will be sized to accommodate for future growth in the area.

Reference	Comment
<p>b Requiring the management of connections to the wastewater network;</p> <p>c Requiring wastewater networks to be managed in accordance with a network operations plan including an overflow mitigation plan with clear requirements and timeframes; and</p> <p>d Designing and locating overflow points to minimise nuisance, damage, public health risk and adverse ecological effects.</p>	<p>The Grey Lynn Tunnel connection is designed and located to manage overflows to reduce the risk of wastewater overflows.</p>
Chapter E25 – Noise and Vibration	
<p>E25.2 Objective (1) People are protected from unreasonable levels of noise and vibration</p>	<p>A Construction Noise and Vibration Management Plan (CNVMP) will be implemented throughout the construction period to ensure that construction noise and vibration is managed to acceptable levels at the shaft site. Minor amendments to the conditions are proposed as part of this alteration to designation to appropriately mitigate effects on adjacent sites, due to the change in designation extent.</p> <p>Noisy construction works will also be concentrated during normal work hours to minimise disturbance, while regular communication with residents will be undertaken so that all parties are aware of potential disturbances.</p>
<p>E25.2 Objective (2) The amenity values of residential zones are protected from unreasonable noise and vibration, particularly at night.</p>	
<p>E25.2 Objective (4) Construction activities that cannot meet noise and vibration standards are enabled while controlling duration, frequency and timing to manage adverse effects.</p>	
<p>E25.3 Policy (2) Minimise, where practicable, noise and vibration at its source or on the site from which it is generated to mitigate adverse effects on adjacent sites.</p>	
<p>E25.3 Policy (10) Avoid, remedy or mitigate the adverse effects of noise and vibration from construction, maintenance and demolition activities while having regard to:</p> <p>(a) the sensitivity of the receiving environment; and</p> <p>(b) the proposed duration and hours of operation of the activity; and</p> <p>(c) the practicability of complying with permitted noise and vibration standards.</p>	
Chapter E26 – Infrastructure	
<p>E26.2.1 Objective (1) – The benefits of infrastructure are recognised</p>	<p>CI including the Grey Lynn Tunnel will improve the resilience of the wastewater network and increase the capacity of the system to allow for future growth and development in the Auckland region. Furthermore, the Grey Lynn Tunnel will provide benefits in relation to reducing the risk of wastewater overflows entering freshwater ecosystems.</p>
<p>E26.6.1 Objective (9) – The adverse effects of infrastructure are avoided, remedied or mitigated.</p>	<p>The designation conditions (including the minor amendments set out in Section 3) and the relevant management plans will adequately avoid, remedy or mitigate adverse effects associated with the alteration to designation.</p>

Reference	Comment
<p>E26.2.2 Policy (1) – Recognise the social, economic and cultural and environmental benefits that infrastructure provides, including:</p> <p>...</p> <p>e Providing for public health and safety;</p> <p>...</p> <p>e Enabling growth and development;</p> <p>f Protecting and enhancing the environment</p>	<p>Grey Lynn Tunnel and the wider CI project will provide for a reduction in the risk of wastewater overflows, thereby providing social, economic, cultural and environmental benefits.</p> <p>Specifically, public health and safety will be provided for by reducing the risk of wastewater contamination. In addition the proposed works improve wastewater infrastructure, which enables future growth and development in the area. A reduction in wastewater overflows will also protect and enhance freshwater ecosystems.</p>
Chapter E36 – Natural hazards and flooding	
<p>E36.2 Objective (4) – Where infrastructure has a functional or operational need to be located in a natural hazard area, the risk of adverse effects to other people, property, and the environment shall be assessed and significant adverse effects are sought first to be avoided or, if avoidance is not able to be totally achieved, the residual effects are otherwise mitigated to the extent practicable.</p>	<p>The proposed works on 42 Tawariki Street involve the installation of underground infrastructure (i.e. a wastewater pipeline) and a retaining wall and associated drain. The drain will be appropriately sized and stormwater will be discharged from the site via the drain into the street’s stormwater collection.</p> <p>The works have an operational need to be located in the floodplain, due to constraints on the construction layout of the site.</p>
<p>E36.3 Policy (35) – Allow for the operation, maintenance, upgrading and construction of infrastructure, in areas subject to natural hazards when:</p> <p>g Infrastructure is functionally or operationally required to be located in hazard areas or it is not reasonably practicable that it be located elsewhere.</p> <p>...</p> <p>In all flood hazard areas risks to people, property and the environment are mitigated to the extent practicable.</p>	<p>There will be no adverse effects on flood risk as a result of the proposed works.</p>
H5 – Residential – Mixed Housing Urban Zone	
<p>H5.5.2 Objective (4) - Non-residential activities provide for the community’s social, economic and cultural well-being, while being compatible with the scale and intensity of development anticipated by the zone so as to contribute to the amenity of the neighbourhood.</p>	<p>The designation contains a number of conditions which respond to the residential setting for the project including a range of measures to manage and/or mitigate the effects of the Project on the amenity and character of the surrounding area. This alteration to designation includes some minor amendments to the designation conditions to better mitigate the effects of the works as a result of the change to the designation boundary.</p>
<p>H5.3 Policy (10) - Recognise the functional and operational requirements of activities and development.</p> <p>(8) Provide for non-residential activities that:</p> <p>(a) support the social and economic well-being of the community;</p> <p>(b) are in keeping with the with the scale and intensity of development anticipated within the zone;</p> <p>(c) avoid, remedy or mitigate adverse effects on residential amenity;</p>	<p>The Project will support the social and economic wellbeing of the community by providing improved wastewater network capacity and making best use of existing wastewater infrastructure investment.</p>

5.6.2 Summary and discussion

Both the Regional Policy Statement and District Plan components of the AUP include a suite of objectives and policies that recognise the benefits of infrastructure and explicitly recognise the functional and operational needs of infrastructure. In particular, this alteration to designation responds to an operational need for space at the construction site, enabling a more effective and efficient layout and design. The objectives and policies set out an approach to managing the adverse effects of infrastructure on the environment, while providing for infrastructure and its associated benefits. This alteration to designation is supported and enabled by the relevant provisions in the AUP as they relate to infrastructure.

In particular, the wider CI and Grey Lynn Tunnel project is considered to be consistent with the RPS given its role in providing efficient and resilient infrastructure services to the community. The Project will ensure that adequate wastewater network capacity is provided in support of urban intensification and population growth, while also allowing for improvements in the overall environmental performance of the network given the Project's role in reducing wastewater overflows.

The AUP seeks to manage the effects of infrastructure on communities and the environment. The alteration to designation will result in changes to the immediate neighbours of the site, but the construction methodology and proposed activities are otherwise consistent with the original NOR. Existing designation conditions relating to construction noise and vibration, and landscape and visual effects will also apply to the alteration to the designation. Subject to the minor changes to the conditions, as set out in Section 3, we consider that the effects of the alteration to designation will be appropriately addressed through the implementation of the designation conditions and associated management plans, and as such is consistent with the policy direction in the Plan.

5.7 Other matters: Change to consent condition

Watercare currently holds a suite of resource consents for the construction of the Grey Lynn tunnel (inclusive of the shaft site at Tawariki Street). Specifically relevant to the proposed change to the secondary shaft location and construction programme is groundwater permit WAT60334954. Watercare is preparing a s127 application to vary condition 1.1 to refer to an updated groundwater and settlement assessment.

6 Consultation

As part of the wider authorisation process for the Grey Lynn Tunnel including the Tawariki Street shaft site consents and designations, Watercare undertook extensive consultation with a broad range of stakeholders – including Mana Whenua, Local Boards and communities, Auckland Council, Auckland Transport and landowners.

In relation to this s127 application, Watercare has undertaken targeted consultation with the stakeholders identified below. A targeted approach to consultation was considered appropriate given the limited nature of the changes (i.e. moving the secondary shaft 20 m and potential change to construction phasing, with all other components of the proposal remaining unchanged).

6.1 Housing New Zealand/Kāinga Ora

Kāinga Ora owns the surrounding properties including 38-40 Tawariki Street which will be the immediate neighbour as a result of shifting the secondary shaft to 42 Tawariki St. A meeting was held on 14 October 2022 to discuss the project and Kāinga Ora indicated there were no concerns with the proposal. Written approval discussions are under way, and a copy of the application is to be sent through.

Kāinga Ora also confirmed that the properties are currently tenanted. Kāinga Ora will facilitate Watercare's discussions with the occupiers of these dwellings.

6.2 Mana whenua

Iwi have been engaged through a subset of Watercare's Mana Whenua Kaitiaki Managers' Forum. This group meets with CI representatives as a working group to support the project team in delivering project outcomes with cultural aspects. The group provides specialist advice particularly in the areas of consent compliance, new consent applications and social outcomes, as well as reporting back to the Forum's Managers' Group. The relocation of the secondary shaft was added to the monthly agenda in April 2022. Te Akitai has expressed an interest in the application which will be provided to them once completed. Feedback will be provided to Council either directly or at their request.

6.3 Auckland Transport

Watercare will be designating the road reserve outside 42 Tawariki Street for the Project. Watercare has met with Auckland Transport (AT) to discuss the proposed works and will continue to communicate with both the AT Consenting and Corridor Access Request (CAR) teams. AT will be involved during the preparation and implementation of any required Traffic Management Plan(s) for the Project.

Written approval discussions are under way. A meeting was held with AT on 27 September 2022, where AT indicated there were no concerns with the proposal. In summary, no changes are proposed to parking, construction traffic routes and trip generation assumptions that are outside the existing designated envelope. Other than the alteration to conditions identified in Section 3.4, no other changes are proposed / all other conditions of Designation 9468 will continue to apply.

7 Notification assessment

Section 169 of the RMA is relevant when a territorial authority is considering whether a NoR should be considered with or without notification. The following sections outline the requirements under the RMA for public and limited notification.

7.1 Public notification

In accordance with section 169 of the RMA, section 149ZCB applies when a territorial authority is considering whether a NoR should be considered with or without public notification. Section 149ZCE also applies when a territorial authority is deciding if adverse effects are likely to be more than minor. In accordance with this section of the RMA, the territorial authority must disregard any effects on persons who own or occupy the land over which the activity will occur or apply, or any land adjacent to that land. A territorial authority may also disregard an adverse effect of the activity if a rule permits an activity with that effect. Having regard to section 149ZCE and to the tests in section 149ZCB:

- a An assessment of effects on the environment is provided in Section 4 of this report. The adverse effects on the environment are assessed as no more than minor.
- b Watercare does not request public notification of the NoR.
- c There is no rule or national environmental standard that requires public notification of this application.
- d No special circumstances are considered to exist in relation to the NoR.

This NoR for an alteration to Designation 9468 therefore meets the tests of the RMA to be considered without public notification.

7.2 Limited notification

For a NoR that is not publicly notified, under section 149ZCC the territorial authority must give limited notification of the notice to any affected person. In deciding whether a person is adversely affected, under section 149ZCF(2)(a) the territorial authority may disregard an adverse effect of the NoR on the person if a rule permits an activity with that effect.

Section 149ZCF states that a territorial authority must consider a person to be an affected person if the adverse effects on the person are minor or more than minor (but not less than minor). A territorial authority must not consider a person affected if they have provided written approval for the NoR. Having regard to these requirements:

- The effects on the environment from the alteration to Designation 9468 are assessed as no more than minor.
- There are no affected protected customary rights group or affected customary marine title groups. The site is not subject to a statutory acknowledgement.
- There are no rules or national environmental standards that preclude limited notification of the notice.
- No special circumstances are considered to exist in relation to the NoR.

In accordance with Section 95E, for the purpose of determining limited notification of an application for a resource consent, a person is an affected person if the consent authority decides that the activity's adverse effects on the person are minor or more than minor (but are not less than minor). However in accordance with subsection (3), a person is not an affected person if they have given their written approval for the proposed activity.

In terms of Section 95E, we note the following:

- The effects on the road network from the minor alteration to designation are assessed as less than minor. Watercare is engaging with Auckland Transport with a view to obtaining asset owner approval and ensuring the necessary Corridor Access Request (CAR) is in place.
- In terms of noise and vibration effects, the Noise and Vibration Assessment in Appendix D finds that most general construction activities and equipment are predicted to comply with the relevant noise and vibration limits.
- **Noise:** The original assessment set out in the MDA noise report indicated that sheet piling is likely to result in exceedances of the designation noise limits for houses in closest proximity to the works. Sheet piling (if required) will be carried out on an intermittent basis and for a relatively short duration.

The assessment in Appendix D shows the predicted levels are comparable to the MDA results for properties at similar distances. It was always anticipated that sheet piling (if it was required) would result in exceedances of the noise limits set in condition 3.2. This is not uncommon for this type of works close to residential receivers and is typically managed through a ASCNVMP as is provided for in the existing designation conditions. The assessment in Appendix D demonstrates that the alteration to designation does not materially change the nature of the construction noise effects for the project.

- **Vibration:** The original assessment set out in the McMillen Jacobs vibration report indicated that sheet piling (if this occurs) may result in exceedances of the designation limits for houses in close proximity to the works (< 15m). Consistent with this, the assessment in Appendix D indicates the vibration limit may be exceeded at the closest dwelling at a distance of 10m (but is predicted to comply at a distance of 13 m). If sheet piling is proposed within 13m of 40 Tawariki St, the conditions require Watercare to consult with the building owner, and subject to their agreement, undertake a building condition survey to determine the sensitivity of the building to construction vibration.

The change in noise and vibration effects associated with the relocated shaft site and potential change to the construction programme are consistent with those originally assessed and will be appropriately managed and mitigated through the existing condition of the designation.

On the basis of the assessment set out in Section 4 and summarised above, the effects on adjacent properties of the alteration to designation including the change in location of the secondary shaft (moving 20m to the west) are assessed as less than minor. Accordingly, this application can be processed on a non-notified basis.

8 Conclusion

This report has been prepared on behalf of Watercare Services Limited to seek an alteration of Designation 9468 in the Auckland Unitary Plan.

Currently, 44 – 48 Tawariki Street is designated for the purpose of '*construction, operation, and maintenance of wastewater infrastructure*' and provides for two shafts, known as the primary and secondary shaft. Since designating the Tawariki Street Shaft Site, Watercare has purchased the adjacent property at 42 Tawariki Street and proposes to shift the secondary shaft approximately 20m to the west within this property to allow for more space at the construction site. As such, Watercare seeks to extend Designation 9468 to include 42 Tawariki Street and the road reserve in front of the property.

In addition, in the original NoR the secondary shaft was proposed to be constructed at least 2.5 years after the primary shaft. Watercare has now identified the potential to undertake the works concurrently for the two shaft sites and seeks to alter the designation to allow for this construction programme option.

The effects associated with construction activities and the long-term operation of infrastructure at the Tawariki Street site were considered through the previous application process. This alteration to designation and associated assessment of effects is limited to the two changes described above. In summary:

- The alteration to the designation will have no more than minor effects on the environment.
- The works are reasonably necessary to achieve the objectives of the requiring authority, enabling Watercare to achieve its objective of providing additional sewer network capacity for growth and development across the Auckland Isthmus, and reducing wastewater overflow discharges, improving public health and environmental conditions.
- The alteration to the designation will enable the proposed works to be undertaken in a comprehensive and integrated manner across Watercare's landholdings, utilising the same conditions and management plans across the site; and will provide Watercare with greater flexibility and allow it to carry out all necessary works at the shaft site effectively and efficiently.
- The project is consistent with, and finds support from, the relevant provisions of the NPSUD, NPSFW and AUP and is consistent with Part 2 of the RMA.

9 Applicability

This report has been prepared for the exclusive use of our client Watercare Services Limited, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand Watercare will submit this report as part of a NoR and that Auckland Council as the consenting authority will use the report for the purpose of considering the NoR and making a recommendation.

Tonkin & Taylor Ltd

Environmental and Engineering Consultants

Report prepared by:



.....
Rachel Signal-Ross
Senior Planner

Authorised for Tonkin & Taylor Ltd by:



.....
Karen Baverstock
Project Director

15-Nov-22

\\\\ttgroup.local\\files\\aklprojects\\30552\\30552.9090 ci tawariki second shaft\\issueddocuments\\2022 11 08 nor and aee final for lodgement.docx

Appendix A: Records of Title



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R. W. Muir
Registrar-General
of Land

Identifier NA44C/1088
Land Registration District North Auckland
Date Issued 17 May 1979

Prior References

NA1810/58

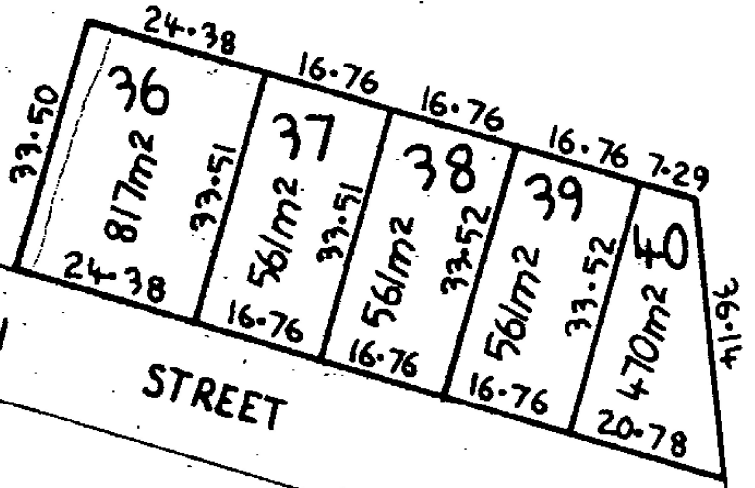
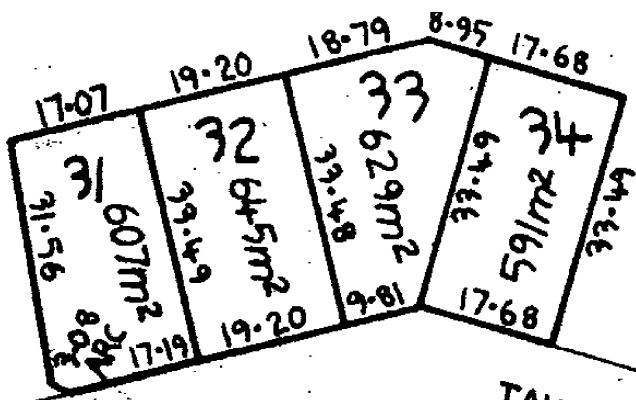
Estate Fee Simple
Area 561 square metres more or less
Legal Description Lot 37 Deposited Plan 38075

Registered Owners

Watercare Services Limited

Interests

Subject to Part IV A Conservation Act 1987
Subject to Section 11 Crown Minerals Act 1991
7442 Order in Council imposing Building Line Restriction
Subject to a drainage right over part created by Transfer C244461.2 - 6.3.1991 at 2.44 pm



TAWARIKI STREET



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R. W. Muir
Registrar-General
of Land

Identifier NA44C/1089
Land Registration District North Auckland
Date Issued 17 May 1979

Prior References

NA1810/58

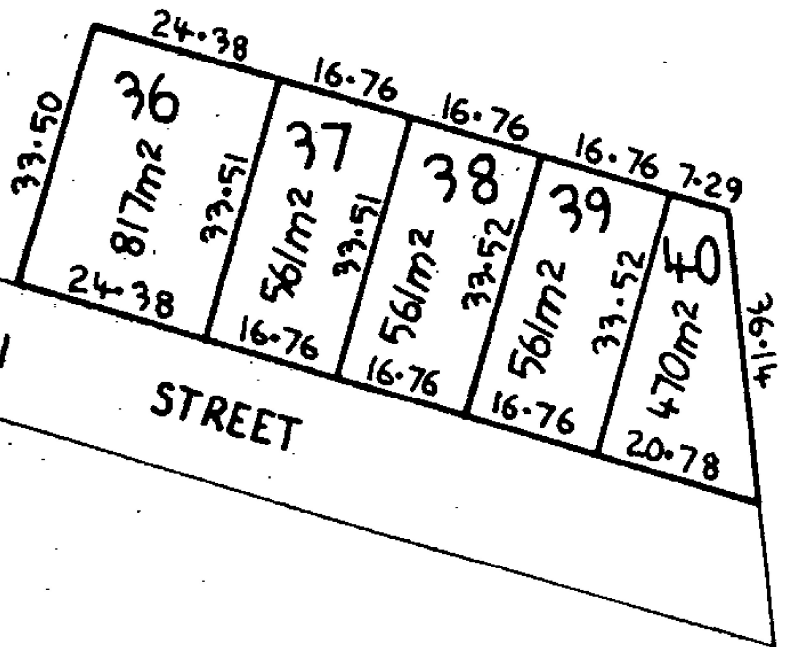
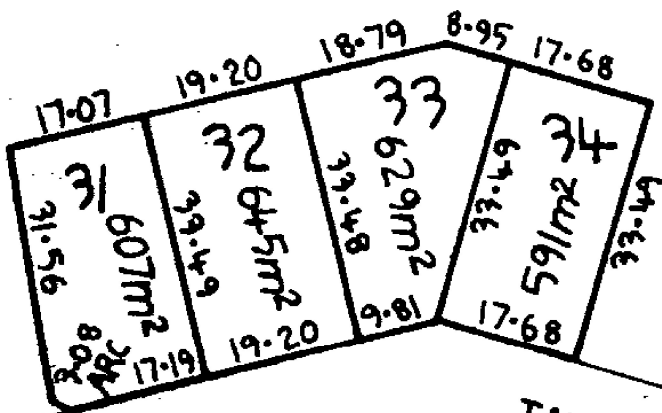
Estate Fee Simple
Area 561 square metres more or less
Legal Description Lot 38 Deposited Plan 38075

Registered Owners

Watercare Services Limited

Interests

Subject to Part IV A Conservation Act 1987
Subject to Section 11 Crown Minerals Act 1991
7442 Order in Council imposing Building Line Restriction



TAWARIKI STREET



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R. W. Muir
Registrar-General
of Land

Identifier NA44C/1090
Land Registration District North Auckland
Date Issued 17 May 1979

Prior References

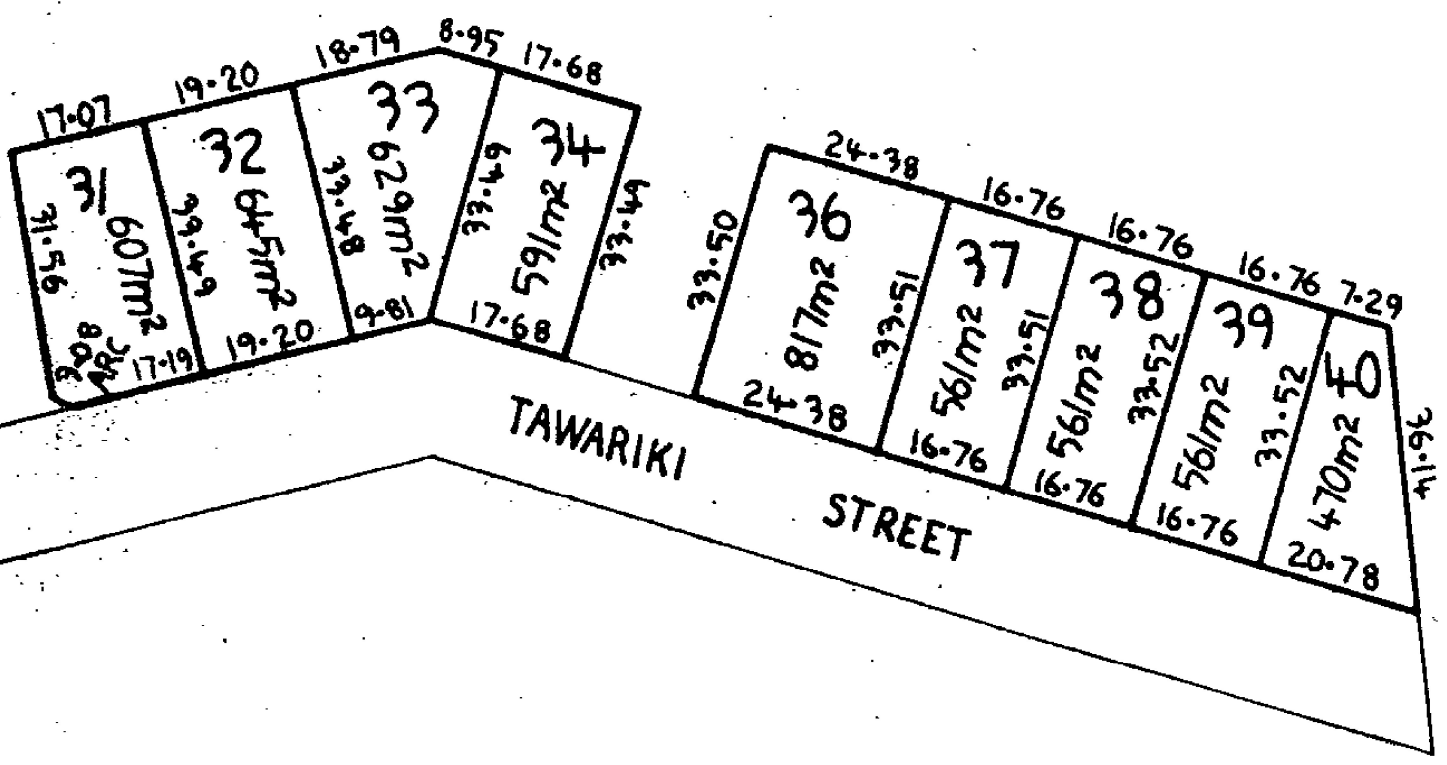
NA1810/58

Estate Fee Simple
Area 561 square metres more or less
Legal Description Lot 39 Deposited Plan 38075

Registered Owners
Watercare Services Limited

Interests

Subject to Part IV A Conservation Act 1987
Subject to Section 11 Crown Minerals Act 1991
7442 Order in Council imposing Building Line Restriction



TAWARIKI STREET



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R. W. Muir
Registrar-General
of Land

Identifier NA44C/1091
Land Registration District North Auckland
Date Issued 17 May 1979

Prior References

NA1810/58

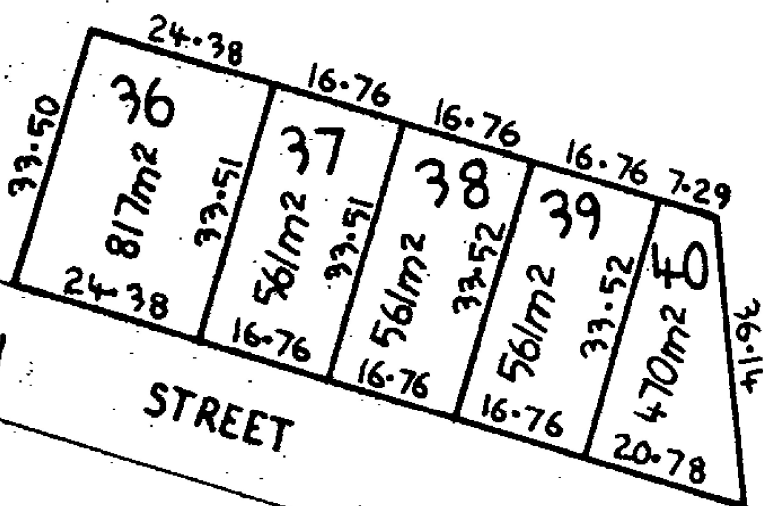
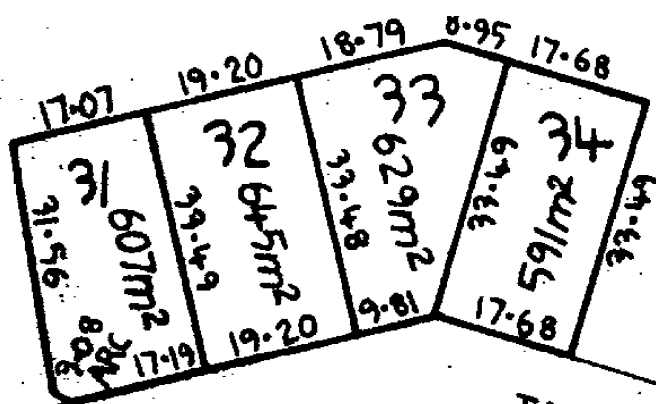
Estate Fee Simple
Area 470 square metres more or less
Legal Description Lot 40 Deposited Plan 38075

Registered Owners

Watercare Services Limited

Interests

Subject to Part IV A Conservation Act 1987
Subject to Section 11 Crown Minerals Act 1991
7442 Building Line Restriction



TAWARIKI STREET

Appendix B: Existing designation

9468 Grey Lynn Tunnel

Designation Number	9468
Requiring Authority	Watercare Services Ltd
Location	44, 46, and 48 Tawariki Street, 183 Richmond Road, and Tawariki Street road reserve, Grey Lynn
Lapse Date	10 years from inclusion in the Auckland Unitary Plan, in accordance with section 184(1) of the RMA

Purpose

Construction, operation, and maintenance of wastewater infrastructure.

Conditions

1. General Conditions

1.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in accordance with the information provided by the Requiring Authority in the Notice of Requirement dated February 2019, and supporting documents being:

- a) Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Notice of Requirement, Resource Consent Application and Assessment of Environmental Effects" prepared by Jacobs, dated February 2019.
- b) Drawings as detailed below:
 - 'Land Requirement Plan Tawariki Street Shaft Site', Rev A by Jacobs, undated.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 1', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 2', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 1', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Site Plan', Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Fence Options, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Section and Elevation Location Plan, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Cross Sections, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Retaining Wall Elevations, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Panorama View from 39 Tawariki Street –

Following Site Reinstatement, Rev 0, by Boffa Miskell, dated April 2019.

- c) Technical Reports as detailed below:
- Ecological Assessment, prepared by Bioreserches Group Ltd, dated 18 February 2019.
 - Archaeological and Historic Heritage Assessment, prepared by Clough & Associates Ltd, dated February 2019.
 - Traffic Impact Assessment, prepared by Commute, dated 21 February 2019.
 - Noise Assessment, prepared by Marshall Day Acoustics, 13 February 2019.
 - Vibration Assessment, prepared by McMillen Jacobs Associates, dated 21 December 2019.
 - Settlement Assessment, prepared by McMillen Jacobs Associates, dated 31 January 2018.
 - Contamination Report, prepared by AECOM, dated 21 February 2019.
 - Visual Impact and Landscape Assessment, prepared by Boffa Miskell Ltd, dated 20 February 2019.
 - Arborist Report, prepared by Greenscene NZ, dated 20 February 2019.
- d) Section 92 responses dated 18 April and 24 May 2019
- 1.2 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 Project and associated structures and activities;
 - c) identify, in consultation with Auckland Transport 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.
- 1.3 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.

- 1.4 The designation shall lapse on the expiry of a period of 10 years after the date on which the last of any appeals on all consents and notices of requirement associated with the Project is withdrawn or determined, or, if no appeals are lodged, the date on which the notices of requirement are included in the AUP in accordance with section 184(1)(c) of the RMA, unless:
 - a) it has been given effect 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.
- 1.5 Except as provided for in Condition 1.6 below, the Requiring Authority shall submit an Outline Plan of Works (OPW) for the Project for each of the relevant Project stages in accordance with section 176A of the RMA.
- 1.6 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.
- 1.7 The OPW shall include the following Management Plans, relevant to the stage of works sought for the Project:
 - a) Construction Management Plan (CMP);
 - b) Construction Traffic Management Plan;
 - c) Communications Plan;
 - d) Construction Noise and Vibration Management Plan (CNVMP); and
 - e) Site Reinstatement Plan.

2. Construction Management

- 2.1 The Requiring Authority shall prepare Construction Management Plans (CMP) 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 and to achieve compliance with the specific conditions of this designation that relate to the matters referred to items (c) to (o) of Condition 2.2 below. The CMP(s) shall be submitted to the Council with the relevant OPW for the stage to which they relate.
- 2.2 The CMP(s) required by Condition 2.1 above shall include specific details relating to the management of all construction activities associated with the relevant Project stage, including:
 - a) Details of the site or project manager and the construction liaison person identified in Condition 1.3, including their contact details (phone, postal address, email address);
 - b) An outline construction programme;
 - c) The proposed hours of work, including activities that may occur outside the typical working day hours;

- 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, site access for the contractors yard, 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 and / or other places adjacent to the work site including removal of any unreasonable levels of dust (as determined by the Council's Team Leader Compliance Monitoring Central) deposited on any adjacent dwellings;
 - 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 and for pedestrian management as required by Condition 6.1;
 - 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 (CNVMP) containing measures to address the management of noise and vibration as identified in Condition 3.1;
 - m) Measures for the protection and management of trees as identified in Condition 10.1; and
 - n) Measures to address CPTED issues within and around the site; and
 - o) In relation to the owners of 39 and 41 Tawariki Street, a parking plan will be developed in consultation with the owners that provides parking for the owners of 39 and 41 Tawariki Street either on the road beside the properties or a reasonable alternative as agreed with the owners prior to the works commencing.
- 2.3 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. The CMP or any specific component of the CMP shall be updated as necessary and provided to the Council in accordance with Condition 2.1.

3. Construction Noise and Vibration

- 3.1 A Construction Noise and Vibration Management Plan (CNVMP) either as part of the CMP, or as a standalone plan, shall be prepared by a suitably qualified person, and shall be submitted to the Council with the OPW to which it relates. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option ('BPO') for management of all construction noise and vibration effects and to define the procedures to be followed when full compliance with the construction noise and vibration standards of Conditions 3.2 to 3.9 are not met following adoption of the BPO.
- 3.2 Construction noise shall be measured and assessed in accordance with NZS6803:1999

Acoustics – Construction Noise, and shall comply with the following noise limits, unless varied in accordance with Condition 3.5:

Time and Day	Noise Limits	
	L _{Aeq} dB	L _{Amax} dB
Monday to Saturday 0730 – 1800	70	85
At All Other Times and Public Holidays	45	75

- 3.3 Construction works which exceed a level of LAeq 45dB at the most exposed receiver(s) are restricted to between 0730 to 1800 on weekdays and Saturdays, with no noisy works permitted on Sundays and Public Holidays. Each CNVMP shall define which activities will comply with a limit of LAeq 45dB and can therefore be undertaken outside of these hours in compliance with Condition 8.1.
- 3.4 Each CNVMP shall, in demonstrating compliance with Condition 3.2, 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 would occur;
 - d) physical noise mitigation measures, including prohibiting the use of tonal reverse alarms, 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;
 - f) the identification of activities and locations that will require the design of specific noise mitigation measures;
 - g) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed noise management measures and any feedback received from those stakeholders, along with the noise management measures that will be adopted based on this consultation;
 - h) methods for monitoring and reporting on construction noise;
 - i) methods for receiving and responding to complaints about construction noise; and
 - j) construction operator training procedures.
- 3.5 Where a CNVMP predicts that noise levels from a particular activity will or will likely exceed the noise limits set out in Condition 3.2, or where noise measurements show that compliance is not being achieved, the Requiring Authority shall prepare and submit for the

certification of the Council an Activity Specific Construction Noise Management Plan (ASCNMP). The ASCNMP(s) shall be submitted to the Council for review and approval at least 7 working days prior to the proposed works commencing.

Works subject to the ASCNMP(s) shall not commence until certification is received from the Council. If monitoring shows that levels specified in an ASCNMP are being exceeded, work generating the exceedance shall stop and not recommence until further mitigation is implemented in accordance with an amended ASCNMP certified by the Council.

In addition to the requirements of Condition 3.4, an ASCNMP must:

- a) describe the activity (including duration), plant and machinery that is expected not to comply with the noise limits in Condition 3.2;
- b) describe the mitigation measures proposed to reduce the noise levels as far as practicable, including any options that have been discounted due to cost or any other reason;
- c) provide predicted noise levels for all receivers where the noise levels will not be compliant with the limits in Condition 3.2, including the effect of mitigation specified in 3.5(b);
- d) provide a set of noise limits that are Activity – Specific;
- e) describe the noise monitoring that will be undertaken to determine compliance with the Activity – Specific noise limits; and
- f) describe any additional noise mitigation measures that may be implemented to maintain compliance with Activity Specific noise limits.

3.6 Each 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) subject to agreement with the landowner and occupier, preparation of building condition reports on 160-178 Surrey Crescent, the 490 and 510 Richmond Road and residences at 24, 26 30, 2/20, 32, 34 and 38 Sackville Street' and 35, 37, 39, 41 and 42 Tawariki Street prior to, and after completion of works (refer to Appendix 1, 3 Reference maps);
- c) 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) identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry), along with the details of consultation with the land owners of the sites where the sensitive activities are located and any management measures that will be adopted based on this consultation;
- e) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed vibration management measures and any feedback received from those stakeholders, along with the vibration management measures that will be

adopted based on this consultation;

- f) methods for monitoring and reporting on construction vibration; and
 - g) methods for receiving and responding to complaints about construction vibration.
- 3.7 Construction activities shall comply with the Guideline vibration limits set out in DIN 4150-3:1999 unless varied in accordance with Condition 3.8.
- 3.8 The Guideline vibration limits set out in DIN4150 must not be exceeded except where the Requiring Authority can demonstrate to the satisfaction of the Council:
- 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 obtained the written agreement of the building owner(s), that a higher limit may be applied.
- 3.9 Each CNVMP shall be implemented and maintained throughout the entire construction period. Each CNVMP shall be updated when necessary and any updated CNVMP shall be submitted to the Council in accordance with Condition 3.1.

4. Operational Noise

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

Residential	
Time	Noise Limit*
0700-2200 hours	50 dB LAeq
2200-0700 hours	40 dB LAeq 75 dB LAmax
Special Purpose – School	
Time	Noise Limit
Monday to Saturday 0700-2200 hours	55 dB LAeq
Sunday 0900-1800 hours	
All other times	40 dB LAeq 75 dB LAmax
Business	
Time	Noise Limit
At all times	60 dB LAeq

**Notes:*

(1) 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.

(2) Noise levels shall be measured and assessed in accordance with New Zealand Standards NZS6801:2008 Acoustics - Measurement of Environmental Sound and NZS6801:2008 Acoustics - Environmental Noise.

5. Traffic Management

- 5.1 A detailed Construction Traffic Management Plan (CTMP) or plans shall be prepared for the Project or relevant Project stage by a suitably qualified person, in consultation with Auckland Transport and St Pauls College, and submitted as part of the CMP. The purpose of the CTMP is to:
- a) Manage the road transport network for the duration of construction to manage congestion and minimise delays to road users;
 - b) Inform the public about traffic management on the road transport network for the duration of construction;
 - c) Protect public safety including the safe passage of pedestrians and cyclists;
 - d) Maintain pedestrian access to private property at all times;
 - e) Provide vehicle access to private property to the greatest extent possible; and
 - f) Manage traffic effects from construction yards on adjacent properties.
- 5.2 The CTMP(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 CTMP(s) shall describe:
- a) Traffic management measures to maintain traffic capacity, and safety, or minimise the impact on traffic capacity during weekdays and weekends;
 - b) Measures to ensure that Parawai Crescent is not used by heavy vehicles travelling to or from the site and that all heavy vehicles travelling to the site utilise a left turn only from Richmond Road into Mokau Street.
 - c) 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;
 - d) Methods to manage the effects of the delivery of construction material, plant and machinery;
 - e) Measures to maintain pedestrian access at all times and existing vehicle access to property where practicable, or to provide alternative access arrangements;
 - f) Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users on roads and footpaths adjacent to the construction works. Such access shall be safe, clearly identifiable and seek to minimise significant detours;
 - g) 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, measures to be implemented to address these issues;

- h) Measures to manage the proposed access to the site should the access be unable to cater for two- way traffic passing at the same time, and in particular to minimise reverse movements and blocking of the road;
 - i) The availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This 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 on-street parking;
 - j) Means for communicating options to site staff for travel to and from the work site including public transport, walking, cycling and carpooling, for the purpose of minimising demand for on-street parking generated by site staff;
 - k) Reconstruction of the residential vehicle crossings to Auckland Transport commercial vehicle crossing standards at 33 and 40 Tawariki Street to provide for heavy vehicle manoeuvring; and.
 - l) Methods to ensure public refuse collection can be maintained for all properties.
- 5.3 The CTMP(s) shall be consistent with the New Zealand Transport Agency Code of Practice for Temporary Traffic Management, which applies at the time of construction.
- 5.4 Any damage in the road corridor directly caused by heavy vehicles entering or exiting the site shall be repaired as within two weeks or within an alternative timeframe to be agreed with Auckland Transport.

6. Pedestrian Management

- 6.1 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.

7. Work within Road Reserve

- 7.1 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 on-going access, to enable works associated with the routine construction operation, maintenance, upgrade, replacement, urgent repairs and renewal works of existing assets. Furthermore, this exemption to s176 approval does not alleviate the need for Works Over approval from Watercare.
- 7.2 Works within transport corridors shall be undertaken in accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors (November 2011), or any approved update of that code, unless otherwise agreed between the Requiring Authority and the Corridor Manager.

8. Construction Hours

- 8.1 Construction hours shall be as follows, except where work is necessary outside the specified days or hours for the purposes specified in Condition 8.2 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.
- c) Truck movements – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday. Truck movements shall be managed to avoid, as far as practicable, entering and exiting Mokau Street between 8:15am and 9:15am and 2:45pm and 3:45pm Monday to Friday during school term times for St Paul's College. and Marist School Herne Bay.

8.2 Purposes for which work may occur outside of the specified days or hours are:

- a) where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;
- b) where work is specifically required to be planned to be carried out at certain times;
- 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 CMP or CTMP.

Where any work is undertaken pursuant to paragraphs (a) – (f), the Requiring Authority shall, within five working days of the commencement of such work, provide a report to Team Leader Compliance Monitoring Central detailing how the work was authorised under those paragraphs.

9. Community Information and Liaison

9.1 The Requiring Authority shall prepare a Communications Plan (CP) for the construction phase of the Project or for each Project stage and submit the plan in accordance with Condition 1.7. The CP shall set out:

- a) the method(s) of consultation and liaison with key stakeholders, including the Catholic Diocese of Auckland, 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;
- c) details of the consultation undertaken with the owners of 39 and 41 Tawariki Street in relation to the proposed landscaping of the site at 44 and 46 Tawariki.
- d) full contact details for the person appointed in accordance with Condition 1.3 to manage the public information system and be the point of contact for related enquiries; and
- e) the information required by Conditions 3.4(g) and (i) and 3.6(e) and (g).

10. Archaeology and Heritage

10.1 If any archaeological material, including human remains are exposed during site work then the Accidental Discovery Protocol according to Standard E12.6.1 of the Auckland Unitary Plan shall apply.

11. Site Reinstatement

11.1 Prior to commencement of works at all surface construction sites, or an alternative timeframe as agreed in writing with the Team Leader Compliance Monitoring Central, the Requiring Authority shall prepare a Reinstatement Plan for the site. The Reinstatement Plan shall be submitted to the Council in accordance with Condition 1.7. The Reinstatement 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 including the design of lid structures and chamber covers including the associated contouring of ground.
- c) The location and design of permanent access to the wastewater infrastructure.
- d) Details of proposed landscaping and planting, including implementation and maintenance programmes.

And shall take into account the following matters:

- e) 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 preferred.
- f) The extent to which the buildings are appropriate to their context and minimise potential adverse effects on the amenity of the surroundings; including the use of visually recessive design, appropriate colours, textures, and modulation.
- g) the configuration of multiple surface elements to minimise their prominence and visual clutter;
- h) site configuration that maximises the use of Crime Prevention Through Environmental Design (CPTED) principles;
- i) The use of building materials which are sufficiently robust and minimise the potential for graffiti and vandalism;
- j) consultation with the owners of 39 and 41 Tawariki Street.

11.2 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 Conditions 12.1.

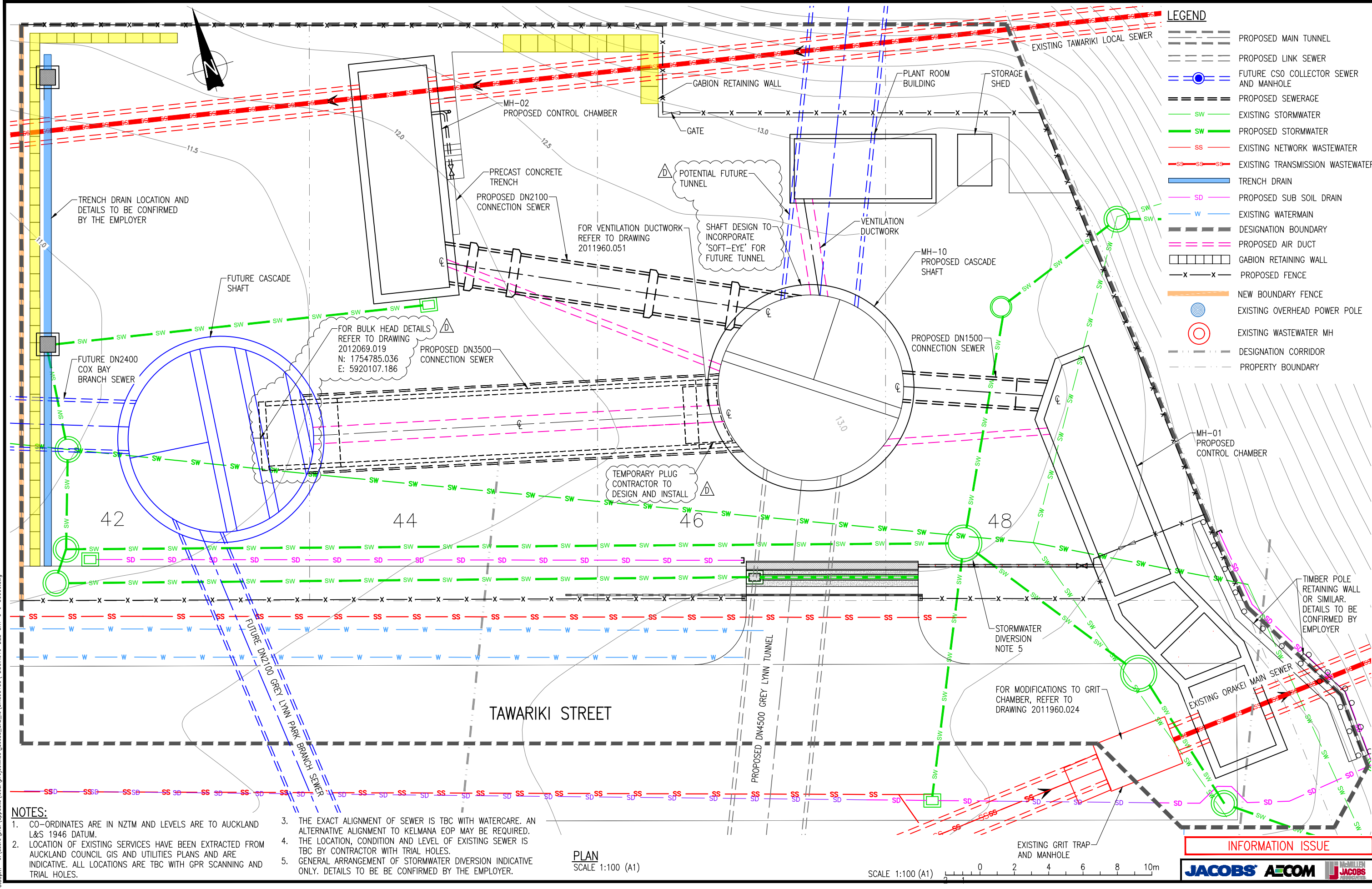
12 Detailed Landscape Design Drawings, Maintenance Requirements and Implementation

12.1 Prior to the commencement of any work on site, the Requiring Authority shall provide to the Council's Team Leader Compliance Monitoring Central, a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect. The purpose of the detailed landscape drawings and information is to demonstrate that adverse visual and amenity effects arising from the development of permanent features on the site are appropriately mitigated. Particular regard shall be had to:

- a) Adverse visual effects on 35, 37, 39, 41 and 42 Tawariki Street;
- b) Adverse effects on the character of the Tawariki Street streetscape; and

- c) The planting at the western embankment on St Paul's College land (183 Richmond Road) to screen views from the east of the site
- 12.2 The submitted information shall be generally consistent with the approved landscape concept plan(s) (prepared by Boffa Miskell dated April 2019) and shall include the design changes certified through consultation with 39 & 41 Tawariki Street; and at a minimum, shall include the following visual mitigation and planting maintenance measures:
- a) Reinstatement planting on site, including plant type and size, within Tawariki Street road reserve and St Paul's College grounds;
 - b) Planting, including plant type and size, along the western and southern boundary to partially screen views from 42, 41, 39 and 37 Tawariki Street and provide a vegetated backdrop (on site) for the above ground elements and buildings - specifically the future-proof-planned height of the air vent (8 metres);
 - c) Provision of retaining walls, fences, lighting, signage and other structural landscape design elements of a design, material and colour that reflects the treatment of neighbouring residential dwellings.
 - d) A landscape maintenance plan (report) and related drawings and specifications for all aspects of the finalised landscape design covering a minimum for 3 years, including in relation to the following requirements: soil preparation, irrigation, watering, drainage, staking, mulching, tree pits and garden bed details, weed removal/spraying and pest control, plant replacement for all plants including specimen trees and climbers which are severely damaged or die for a period of, covering a minimum 3 years, inspection timeframes, contractor responsibilities and ongoing maintenance requirements after contractors approved maintenance period.
- 12.3 The landscape design shall be implemented within the next planting season after completion of works on site, retained and maintained for a minimum three (3) years in accordance with the implementation and maintenance programme, to the satisfaction of Council's Team Leader Monitoring (Central).

Appendix C: Drawings



LEGEND

- PROPOSED MAIN TUNNEL
- PROPOSED LINK SEWER
- FUTURE CSO COLLECTOR SEWER AND MANHOLE
- PROPOSED SEWERAGE
- SW EXISTING STORMWATER
- SW PROPOSED STORMWATER
- SS EXISTING NETWORK WASTEWATER
- SS EXISTING TRANSMISSION WASTEWATER
- TRENCH DRAIN
- SD PROPOSED SUB SOIL DRAIN
- W EXISTING WATERMAIN
- DESIGNATION BOUNDARY
- PROPOSED AIR DUCT
- GABION RETAINING WALL
- X PROPOSED FENCE
- NEW BOUNDARY FENCE
- EXISTING OVERHEAD POWER POLE
- EXISTING WASTEWATER MH
- DESIGNATION CORRIDOR
- PROPERTY BOUNDARY

- NOTES:**
- CO-ORDINATES ARE IN NZTM AND LEVELS ARE TO AUCKLAND L&S 1946 DATUM.
 - LOCATION OF EXISTING SERVICES HAVE BEEN EXTRACTED FROM AUCKLAND COUNCIL GIS AND UTILITIES PLANS AND ARE INDICATIVE. ALL LOCATIONS ARE TBC WITH GPR SCANNING AND TRIAL HOLES.
 - THE EXACT ALIGNMENT OF SEWER IS TBC WITH WATERCARE. AN ALTERNATIVE ALIGNMENT TO KELMANA EOP MAY BE REQUIRED.
 - THE LOCATION, CONDITION AND LEVEL OF EXISTING SEWER IS TBC BY CONTRACTOR WITH TRIAL HOLES.
 - GENERAL ARRANGEMENT OF STORMWATER DIVERSION INDICATIVE ONLY. DETAILS TO BE CONFIRMED BY THE EMPLOYER.

PLAN
SCALE 1:100 (A1)

SCALE 1:100 (A1)

INFORMATION ISSUE



ISSUE	DATE	AMENDMENT
D	06.07.22	INFORMATION ISSUE - REVISED AS INDICATED
C	30.06.22	INFORMATION ISSUE - SW AND RETAINING REVISED AS INDICATED
B	29.06.22	INFORMATION ISSUE - SCOPE OF ADIT UPDATED
A	21.06.22	INFORMATION ISSUE - CONCEPT SITE LAYOUT

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TAWARIKI ST - CENTRAL INTERCEPTOR (DSCIN)
00 SITE GENERAL
 REDESIGNED SITE LAYOUT - CONCEPT LAYOUT

CAD FILE	DSCIN010-DEL-SKT-C-J-30000.DWG
REF No.	2011960.012
ORIGINAL SCALE	A1
SCALE	1:100
SKETCH No.	
ISSUE	D
DSCIN010-DEL-SKT-C-J-30000	

Appendix D: Noise and vibration - Assessment of change in effects



Grey Lynn Tunnel - Changes to the Tawariki Street Secondary Shaft

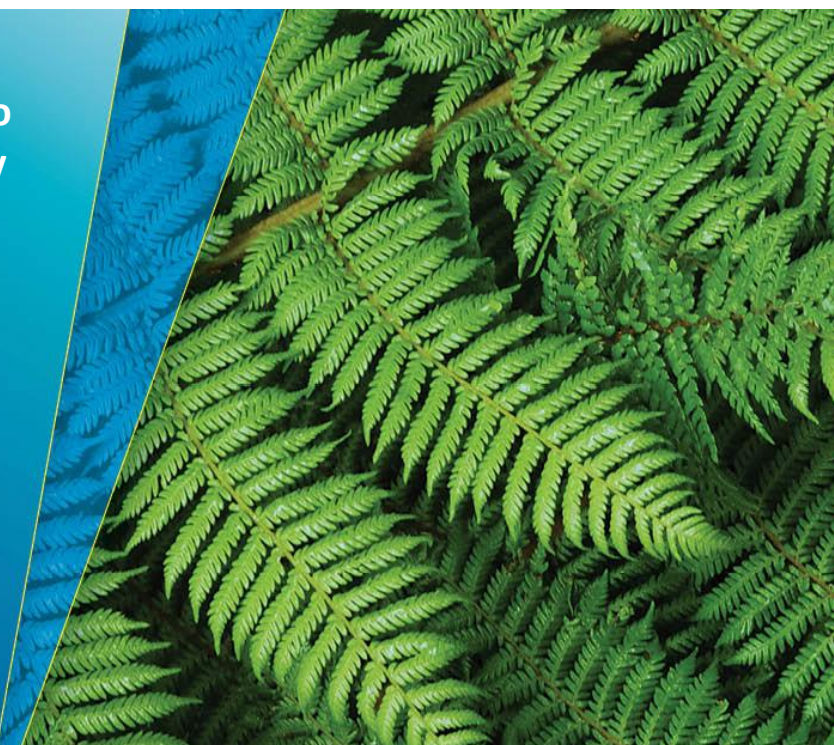
Noise and vibration - summary of change in effects

Prepared for
Watercare Services Ltd

Prepared by
Tonkin & Taylor Ltd

Date
November 2022

Job Number
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Watercare Services Ltd

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Table of contents

1	Introduction	1
1.1	Background	1
1.2	Proposed changes	1
1.3	Construction methodology	3
2	Summary of previous noise and vibration assessments	4
2.1	Construction noise assessment	4
2.2	Vibration assessment	4
3	Designation Conditions	5
4	Change in noise effects	6
4.1	Construction noise effects	6
4.2	Distances of receivers	6
4.3	Predicted noise levels	7
4.4	Noise management and mitigation	9
5	Change in vibration effects	10
6	Summary	12
7	Applicability	13

1 Introduction

The Grey Lynn Tunnel has two shafts originally proposed to be located within 44-48 Tawariki Street, Grey Lynn, known as the primary and secondary shafts. The construction and operation of these shafts was assessed as part of the Grey Lynn Tunnel application, with a supporting noise assessment¹ prepared by Marshall Day Acoustics (MDA) and a vibration assessment² prepared by McMillen Jacobs Associates.

Watercare now proposes to move the secondary shaft to 42 Tawariki Street, adjacent to 44 Tawariki Street but outside the current designation. Tonkin & Taylor Limited (T+T) has been engaged by Watercare to assess the change in noise and vibration effects associated with moving the secondary shaft approximately 20m west from 44 to 42 Tawariki Street to support the alteration to the designation that will be required for the relocation of the secondary shaft.

1.1 Background

Resource consents for the Grey Lynn Tunnel, including regional consents for the Tawariki Street shafts, were obtained from Auckland Council in 2019. Designation 9468 for the shafts at Tawariki Street was confirmed at the same time. The designation allows for the construction, operation and maintenance of wastewater infrastructure. Two shafts, known as the primary and secondary shaft, will be constructed. The primary shaft is the termination site of the Grey Lynn Tunnel and will allow for the retrieval of the tunnel boring machine (TBM) and connections to the Tawariki Local Sewer and Orakei Main Sewer. The secondary shaft allows for the connection of future sewers from the Combined Sewers Overflow (CSO) network.

It was originally proposed to construct the secondary shaft at least 2.5 years after the primary shaft. Watercare has now identified the potential to undertake the works concurrently for the two shaft sites, allowing for efficiencies in construction and for future local connections to be made sooner. Additionally, since consenting and designating the Grey Lynn Tunnel, Watercare has purchased the property at 42 Tawariki Street. It is now proposed to shift the secondary shaft to within this property to allow for more space at the construction site.

1.2 Proposed changes

The proposed alteration to the designation to include 42 Tawariki Street is shown in Figure 1. The area of the proposed extension of the designation was occupied by a residential property which has been removed, and the road reserve immediately adjacent.

The existing designation extends into the road reserve to the south and the neighbouring school to the east. This will not change.

¹ Marshall Day Acoustics. Grey Lynn Tunnel Assessment of noise effects. Rp 002 20180726 dated 13 February 2019

² McMillen Jacobs Associates. Grey Lynn Tunnel, Watercare Services Ltd. Vibration Assessment of Grey Lynn Tunnel and Tawariki Street Shafts. Rev 3, 5 April 2019



Figure 1: Site location plan, showing designation 9468 (maroon) and proposed extension (purple). Source: Auckland Council AUP Maps

42 Tawariki Street was considered in the original assessment as a noise sensitive receiver. When construction is undertaken on this site the adjacent property, 38 and 40 Tawariki Street (residential attached units), will now be the closest sensitive receivers. Residential properties to the south and west will also need to be considered, as well as the school building to the north.

In the original NoR the secondary shaft was proposed to be constructed at least 2.5 years after the primary shaft. Since consenting and designating of the Grey Lynn Tunnel, Watercare has identified the potential to undertake the works concurrently for the two shafts. This would allow for efficiencies in construction and for future local connections to be made sooner. As the original application was based on the separate construction periods, Watercare now seeks to alter the designation to allow for the option of constructing the two shafts in the one construction period (noting construction may still occur across two separate construction periods as already provided for in the existing designation).

For the purposes of this assessment, the change to be assessed is the construction of the secondary shaft in a new location (within 42 Tawariki Street) and potentially in the one construction period. No other changes are proposed; the methodology for constructing the shaft will be the same as was described in the original application (refer Section 1.3 below), and no changes are proposed to the primary shaft, Grey Lynn Tunnel alignment or other on-site works that would be outside the scope of the original application.

Operational noise is expected to be limited to emissions from the plant room and shaft ventilation system, as per the MDA assessment³. The location of these noise sources is not proposed to change, hence there will be no change in effects.

Similarly, no changes are proposed to construction traffic and associated traffic noise from that assessed in the original application and provided for under Designation 9468.

1.3 Construction methodology

The Grey Lynn Tunnel Assessment of Environmental Effects (AEE) and MDA assessment detail the construction methodology of the primary and secondary shafts, which will remain the same. In summary:

- The secondary shaft construction is a 25 m deep drop shaft with an external diameter of approximately 10.2 m, and a sewer pipe constructed by pipe-jacking to connect the secondary shaft to the main shaft.
- The shaft will be excavated by conventional mechanical equipment (e.g. CAT 330 medium hydraulics excavator or similar) through overburden soils and East Coast Bay Formation ("ECBF") bedrock. Blasting will not be used. Bored piling or similar will be used.
- Permanent lining and interior shaft structures will be constructed of either cast-in-situ concrete, precast concrete, and potentially of other corrosion resistant materials. Sheet piling may be required as part of the construction (during shaft/chamber excavation).
- Shaft site construction activities are anticipated to occur between 7 am to 6 pm Monday to Friday, 8 am to 6 pm Saturday; and truck movements 7 am to 6 pm Monday to Friday, 8 am to 6 pm Saturday. Occasionally work may be required outside of these hours.

³ For operational noise from the above ground plant room, MDA predicted noise levels at surrounding dwellings are at least 2 dB below the night-time noise limit and therefore compliant with AUP-OP limits. There is no change to these components of the works.

2 Summary of previous noise and vibration assessments

2.1 Construction noise assessment

MDA assessed the potential noise levels (with and without mitigation) generated from construction activities at the shaft site.

Setback distances are provided in the MDA assessment for all anticipated equipment. Screening from site hoarding is assumed to provide 10 dB of attenuation for all sources except sheet piling, where the noise source is elevated, and screening is generally not practicable. The highest noise levels are predicted for sheet piling exceeding the daytime construction noise limit of 70 dB LAeq for 11 nearby properties by up to 14 dB (84 dB LAeq predicted at 41 Tawariki Street).

Mitigation and noise management measures are presented in the MDA assessment, including:

- Consultation and communication, particularly around higher noise activities.
- Timing of activities, such as avoiding noise from trucks queuing / idling prior to 7:30 am.
- Noise barriers.
- Avoidance of unnecessary noise including fitting of mufflers to trucks, maintenance of equipment and avoiding tonal reversing alarms.
- Implementation of a construction noise and vibration management plan (CNVMP).

MDA concludes that with management and mitigation measures in place, effects from construction noise can be acceptably managed.

We note that these recommendations have been incorporated into Designation 9468 conditions – namely conditions 3.1 to 3.9.

2.2 Vibration assessment

The assessment of vibration effects undertaken by McMillen Jacobs Associates identifies a range of potential vibration sources including pile driving, crane operation and installation, and the excavation of shaft spoil, all within proximity to existing residential properties. The assessment identifies that the greatest potential for vibration effects is from the use of the sheet pile vibratory hammer. Geological ground conditions are expected to attenuate vibration.

42 Tawariki Street (the closest receiver and the property now owned by Watercare) is 15 m from the secondary shaft site, while receivers on the other side of the road (35, 37, 39 and 41 Tawariki Street) are 20 - 40 m from the shaft. Worst case vibration levels are predicted in the McMillen Jacobs assessment at 15 m for different construction equipment. The assessment found that while the use of the sheet pile vibratory hammer will comply with the short-term standards of DIN 4150-3 at 42 Tawariki St, it would not comply with the long-term standards of DIN 4150-3 by up to 0.95mm/sec.

The Vibration Assessment concluded that vibration effects could be appropriately addressed through communication with affected residents, the use of a CNVMP, and avoiding night-time works between 6 pm and 7 am. Construction vibration is also required to comply with the relevant guideline limits except where specific requirements are met in relation to a building assessment and the written agreement of the building owner.

The vibration management and mitigation measures recommended in the McMillen Jacobs assessment have been incorporated into the designation conditions (in particular conditions 3.6 to 3.8).

3 Designation Conditions

The requirements relating to construction noise and vibration are set out in designation conditions 3.1 to 3.9.

The construction noise limits for the designation are set out in condition 3.2 and are reproduced below. The construction noise limits are slightly more stringent than the permitted activity levels for construction noise in the AUP-OP (i.e. no “shoulder period” in the early morning or evening). Watercare proposes that these limits would also apply to 42 Tawariki Street through the alteration to designation.

Table 3.1: Construction noise levels for Designation 9468 (reproduced from Condition 3.2 of Designation 9468)

Time and day	Noise limits	
	LAeq dB	LAmx dB
Monday to Saturday 7:30am – 6pm	70	85
At all other time and Public Holidays	45	75

Condition 3.5 provides for the preparation of an Activity Specific Construction Noise Management Plan (ASCNMP) where a particular activity is unable to meet the limits set out in Condition 3.2.

Construction vibration is required to comply with the guideline vibration limits set out in DIN 4150-3 (condition 3.7). An exception to this is allowed by condition 3.8 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 obtained the written agreement of the building owner(s), that a higher limit may be applied (noting that a change is sought to this condition to provide for consultation with the building owner).

The frequency dependent short-term vibration limits from DIN 4150-3 are shown in Figure 3.1 below, which are applicable to sheet piling. Other conditions in section 3 relate to the requirements for construction noise and vibration management plans.

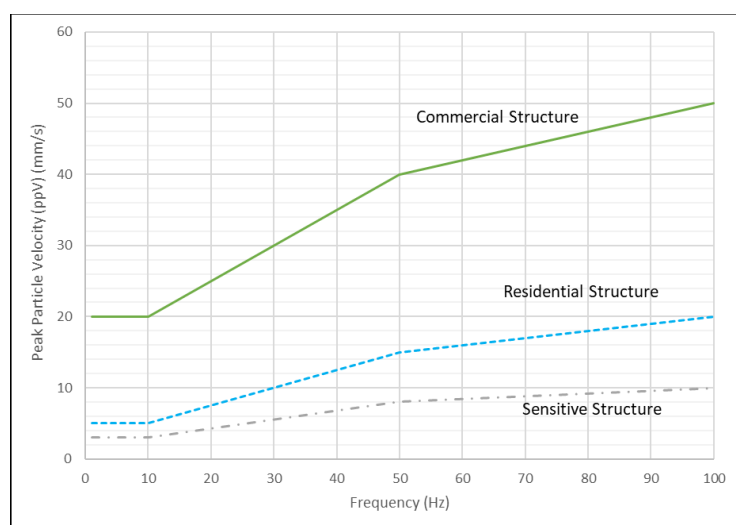


Figure 3.1: DIN 4150-3 short-term standard baseline curves

4 Change in noise effects

4.1 Construction noise effects

The construction methodology is not proposed to change. The same equipment and activities are expected to occur for the construction of the primary and secondary shaft as detailed in the original AEE and MDA assessment. Construction of the two shafts may occur in the one construction period (noting construction may still occur across two separate construction periods as already provided for in the existing designation).

If required, the most significant noise-generating activity is still expected to be sheet piling to support the shaft excavation. Whilst sheet piling is not usually required for shaft construction, to provide a 'worst-case' potential envelope of effects, this report assesses the potential noise effects associated with sheet piling in the vicinity of the secondary shaft. It is important to note that sheet piling (if required) would occur intermittently and for a relatively short duration.

The revised location of the secondary shaft is shown in Figure 4.1 below. It has been assumed that sheet piling may be required around the perimeter of the shaft, i.e. approximately 6 m (or less) from the western boundary and 4 m (or less) from the southern boundary of 42 Tawariki Street.

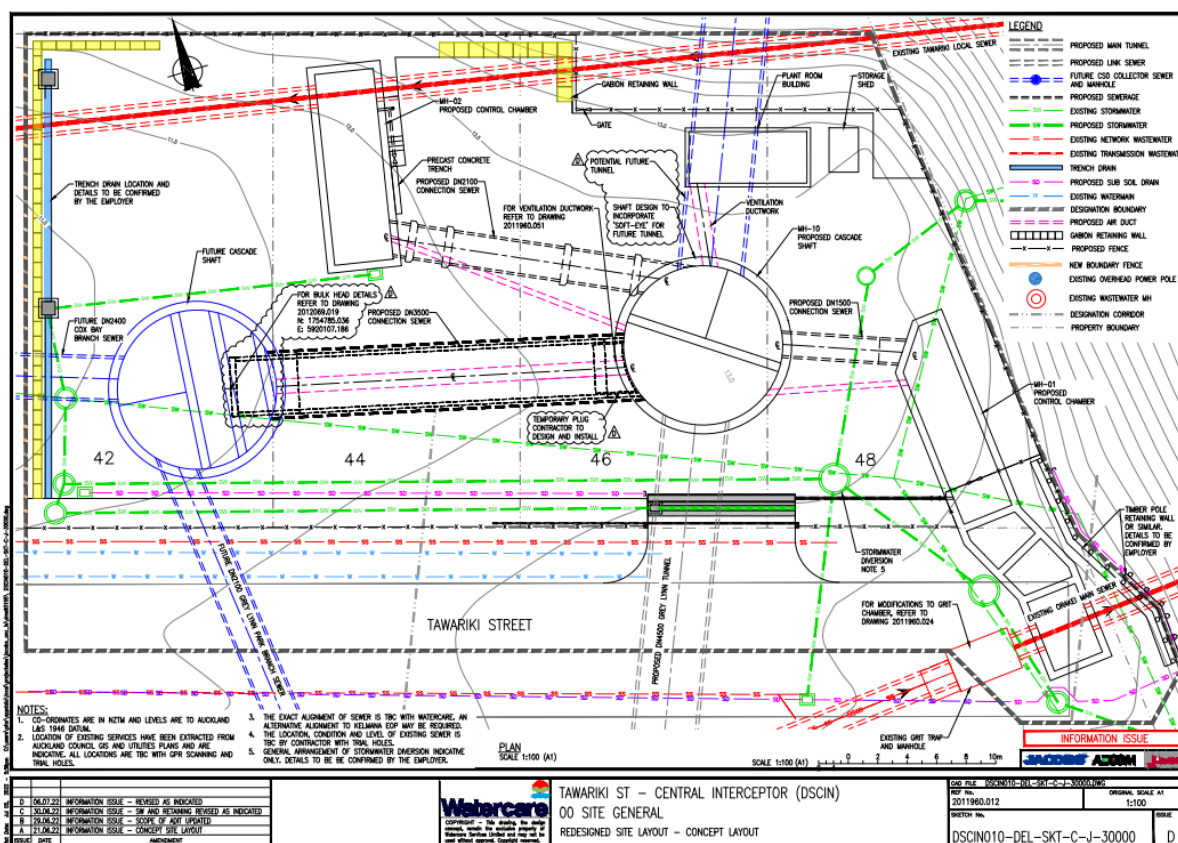


Figure 4.1: General site layout, secondary shaft shown in blue. Source: Watercare

4.2 Distances of receivers

The original noise assessment considered receivers that are within 50 m of the designation. This extended to 36 Tawariki Street on the northern side of Tawariki Street, and 29 Tawariki Street on the southern side. The school building to the north was also included.

As the proposed works extend further to the west, additional noise and vibration sensitive receivers have been considered within 50 m of the works area. These receivers are identified in Table 4.1 below along with the distances to the nearest boundary of the works and to the nearest location of sheet piling. Where the distance is unchanged from the original assessment this is greyed out.

Table 4.1: Distance of receivers from works

Address / location	Zoning / usage	Approx. distance to works, m		Approx. distance to nearest sheet piling, m	
		MDA assessment	Proposed	MDA assessment*	Proposed
34 Tawariki Street	Residential / dwelling	NA	42	NA	47
36 Tawariki Street	Residential / dwelling	NA	26	NA	31
38 Tawariki Street	Residential / dwelling	30	12	40	17
40 Tawariki Street	Residential / dwelling	21	5	28	10
Marist Catholic School	Special purpose / School	40	40	50	50
25 Tawariki Street	Residential / dwelling	NA	49	NA	58
27 Tawariki Street	Residential / dwelling	NA	38	NA	46
29 Tawariki Street	Residential / dwelling	40	27	58	35
33 Tawariki Street	Residential / dwelling	27	23	47	28
35 Tawariki Street	Residential / dwelling	25	25	38	28
37 Tawariki Street	Residential / dwelling	25	25	35	35
39 Tawariki Street	Residential / dwelling	22	22	24	24
41 Tawariki Street	Residential / dwelling	20	20	22	22

*Estimated from diagrams of modelling of sheet piling in Appendix G of MDA assessment

4.3 Predicted noise levels

Setback distances from equipment to meet 70 dB LAeq remain the same as in the MDA assessment. It is possible there may be some exceedances of the construction noise limits in Designation 9468 when works other than sheet piling take place close to the boundary with 38 and 40 Tawariki Street⁴. As provided for through the conditions of the designation, this can best be managed via the CNVMP.

As sheet piling (if required) is the most significant noise generating activity, the below assessment focuses on the potential noise levels associated with sheet piling in vicinity of the secondary shaft site. This provides a 'worst-case' assessment of the potential construction noise from constructing the secondary shaft within 42 Tawariki St. Predictions of noise levels from sheet piling are shown in Table 4.2 below. These predictions are based on the distances to works shown in Table 4.1 plus assumed screening from buildings for 34 and 36 Tawariki Street. It has also been assumed that the site hoarding will screen 40 Tawariki Street effectively due to its height and proximity to the house⁵. This is consistent with the MDA modelling.

⁴ The MDA assessment identified potential exceedances for grout pumping, concrete truck and pump, and plate compactor where this occurs at a distance of 10 m from the façade of neighbouring dwellings.

⁵ Site hoarding will be less effective as screening for 38 Tawariki St as the sheet piling noise source is elevated and the dwelling at 38 Tawariki St is set back from the hoarding.

Table 4.2: Predicted façade noise levels from sheet piling

Address / location	Predicted sound pressure level dB LAeq		Change in noise level dB
	MDA assessment	Proposed alteration to designation	
34 Tawariki Street*	NA	66	NA
36 Tawariki Street	73	79	+8
38 Tawariki Street	76	86	+10
40 Tawariki Street*	77	81	+4
Marist Catholic School	72	78	+6
25 Tawariki Street	NA	74	NA
27 Tawariki Street	NA	76	NA
29 Tawariki Street	72	79	+7
33 Tawariki Street	73	82	+9
35 Tawariki Street	76	82	+6
37 Tawariki Street	79	79	No change
39 Tawariki Street	82	82	No change
41 Tawariki Street	84	84	No change

*Screening of -10dB assumed due to buildings / noise barrier

The largest change in noise levels is predicted at 29, 33, 36 and 38 Tawariki Street⁶ with increases of 7-10 dB, due to closer proximity to sheet piling works associated with the secondary shaft (noting exceedances of the noise limits were already expected for these properties in the original MDA assessment as shown in Table 4.2 above). The predicted levels are comparable to the MDA results for properties at similar distances. The maximum noise level predicted from sheet piling is 86 dB LAeq at 38 Tawariki Street.

An external noise level of 86 dB LAeq would usually equate to an internal noise level 20-25 dB lower, i.e. 61-66 dB LAeq depending on the glazing and façade construction. This is a relatively high internal noise level in a residential environment but not uncommon for this type of works close to residential receivers and is typically managed through a ASCNMP as is provided for in the existing designation conditions. Sheet piling (if required) will be carried out on an intermittent basis and for a relatively short duration.

As demonstrated by Table 4.2, these changes in noise level do not materially change the nature of the construction noise effects for the project. It was always anticipated that sheet piling (if it was required) would result in exceedances of the noise limits set in condition 3.2, and consequently, the designation conditions provide for an ASCNMP. Consultation with residents around timing and duration of sheet piling will be an important aspect of noise management, and will be a key consideration in the preparation of ASCNMP.

There is no change in effects associated with the option of constructing the shafts in the one construction period rather than across two separate construction periods. As set out above, the construction methodology of the primary and secondary shafts will remain the same. The noise and vibration effects as already assessed will occur, albeit in a different and potentially more truncated

⁶ Noise at 40 Tawariki Street is predicted to be less than at 36 and 38 Tawariki street as it is closer to screening, whereas 38 and 36 Tawariki Street are difficult to screen due to elevated noise source, so have higher predicted noise levels.

overall timeframe (due to the need to mobilise, establish and disestablish on site only once rather than twice).

Overall, we consider that the change in noise effects associated with the relocated shaft site and altered construction programme are consistent with those originally assessed.

4.4 Noise management and mitigation

Designation 9468 contains a number of conditions to manage construction noise effects, and these conditions will appropriately manage the effects of the construction of the secondary shaft on 42 (as opposed to 44) Tawariki Street. No additional conditions are considered necessary.

The MDA assessment recommended noise management and mitigation measures, which would be incorporated into a CNVMP. The measures are considered applicable to the current proposal, and should be incorporated into the CNVMP prepared in accordance with condition 3.4, such as noise barriers to screen neighbouring properties.

5 Change in vibration effects

The closest receiver to the proposed location for the secondary shaft is 40 Tawariki Street, at a distance of approximately 10 m. Vibration levels at 10 m have been predicted using the same methodology as the McMillen Jacobs assessment⁷ and are shown in Table 5.1 below, with levels predicted at 15 m for comparison.

Table 5.1: Summary of predicted vibration levels

Equipment	Predicted vibration level mm/s PPV	
	15m from vibration source	10m from vibration source
120t crane	0.7	1.3
450t crane	0.8	1.5
320/330 excavator	0.5	0.9
Secant pile drill rig	0.4	0.7
Sheet piles vibratory hammer (20-50Hz)	6.0	10.9

As a result of the change in location of the shaft, the closest property will now be 40 Tawariki Street. Vibration levels from most equipment is predicted to be well below the guideline limits in DIN 4150-3 that are required to be met under the designation conditions. Whilst it is not yet known whether sheet piling will be required for the construction of the secondary shaft, we have conservatively assessed the potential effects if it were to occur. If required, the predicted vibration level from sheet piling at 10 m exceeds the DIN 4150-3 short-term limit at frequencies below 34 Hz. Vibration from sheet piling is predicted to comply with the DIN 4150-3 short-term limits at distances greater than 13 m (assuming operating frequency greater than 20 Hz).

Conditions 3.6 to 3.8 of the designation set out requirements for managing vibration. The conditions require preparation of a CNVMP to be prepared, setting out how the DIN 4150-3 standards will be met. Almost all construction activities proposed for the site will comply with DIN 4150-3, the only exception being sheet piling if it occurs within 13 m of 40 Tawariki St. If sheet piling is proposed within 13 m of 40 Tawariki St, the conditions will require Watercare to consult with the building owner, and subject to their agreement, undertake a building condition survey to determine the sensitivity of the building to construction vibration.

Condition 3.6(f) requires the CNVMP to detail methods for monitoring of construction vibration. We recommend that the CNVMP includes vibration monitoring when sheet piling occurs within 13 m of 40 Tawariki Street.

We note that Condition 3.6(b) allows for a condition survey of 42 Tawariki Street. Given the change in location for the secondary shaft, we suggest that this condition is updated to refer to 40 Tawariki Street instead. 33 Tawariki Street should also be provided with a building condition report if identified as an “at risk” building.

Overall, we consider that the change in vibration effects associated with the relocated shaft site are consistent with those originally assessed, with the key difference being the closest affected property will now be 40 Tawariki Street. Almost all construction activities proposed for the site will comply with DIN 4150-3, with the only exception being sheet piling if it occurs within 13 m of 40 Tawariki St.

⁷ United States Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment; FTA-VA-90-1003-06.

We consider that the conditions of the designation will appropriately manage the vibration effects of the project.

6 Summary

This report assesses the change in effects from noise and vibration due to the proposed concurrent construction of the primary and secondary shaft at the Tawariki Street shaft site, and the relocation of the secondary shaft to 42 Tawariki Street.

The construction methodology is not proposed to change. The same equipment and activities are expected to occur for the construction of the secondary shaft as detailed in the original AEE and MDA assessment. This report determines that much of the construction activity proposed for 42 Tawariki St will comply with the noise levels set by the designation.

It is important to note that this assessment represents a conservative approach in that it is based on noise from sheet piling. It is not yet known if sheet piling will be required for the construction of the secondary shaft within 42 Tawariki St. If sheet piling is required, noise levels are predicted to be higher for several receivers compared to the assessment in the original NOR due to sheet piling occurring closer to those properties. However these receivers were already expected to receive noise levels that exceeded the designation noise limits, and the changes in noise level do not materially change the nature of the construction noise effects for the project. It was always anticipated that sheet piling would result in exceedances of the noise limits set in condition 3.2, and consequently, the designation conditions provide for an ASCNMP (condition 3.5). Consultation with residents around timing and duration of sheet piling (if required) will be an important aspect of noise management, and will be a key consideration in the preparation of ASCNMP.

No additional measures beyond those already required by the existing conditions of the designation are considered necessary to appropriately manage the noise effects resulting from the change in shaft location and construction programme.

Vibration levels have been predicted from construction activities at 10 m, representative of 40 Tawariki Street (the closest receiver). Vibration levels from most equipment is predicted to be well below the guideline limits in DIN 4150-3 that are required to be met under the designation conditions. Whilst it is not yet known whether sheet piling will be required for the construction of the secondary shaft, we have conservatively assessed the potential effects if it were to occur. Vibration from sheet piling is predicted to exceed DIN 4150-3 limits when this is undertaken closer than 13 m (assuming operating frequency greater than 20 Hz).

Vibration monitoring is recommended when sheet piling is closer than 13 m from 40 Tawariki Street. Where vibrations are predicted to exceed DIN 4150-3, Watercare will be required to demonstrate that they have consulted with neighbouring properties and that the buildings and structures will withstand higher levels of vibration. The vibration mitigation and management measures in the designation conditions are considered appropriate to manage vibration effects from construction works.

7 Applicability

This report has been prepared for the exclusive use of our client Watercare Services Ltd, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand and agree that our client will submit this report as part of an alteration to designation and that the consenting authority will use this report for the purpose of assessing that application

Tonkin & Taylor Ltd
Environmental and Engineering Consultants

Report prepared by:

P.P



.....
Lindsay Leitch
Acoustics/Noise Specialist

Authorised for Tonkin & Taylor Ltd by:



.....
Karen Baverstock
Project Director

LILE

\\\\ttgroup.local\\files\\aklprojects\\30552\\30552.9090 ci tawariki second shaft\\issueddocuments\\31.10.22 tawariki street final noise and vibration assessment .docx

Attachment 3
Specialist Reports - Combined

Section 92 Response dated 17 February 2023

Watercare Services Limited

Private Bag 94010
Auckland 2241

www.watercare.co.nz
ciproject@water.co.nz
www.centralinterceptor.co.nz

Customer service line

Mon to Fri 7.30am to 6pm
09 442 2222

17 February 2023

Attn: Lee-Ann Lucas
Auckland Council
Private Bag 92300
Auckland 1142

Dear Lee-Ann

Alteration to designation to extend designated area of 9468: Response to s92 for Further Information in relation to Watercare's application D.002350.01.

Further to your letter on 20 December 2022 requesting further information to assist with considering the above alteration to designation, we provide the below response. For completeness, and ease of reference, we have provided a response to Flow's additional transportation questions received via email on 20 January 2022 in sections 8 and 9 below.

We step through each Request for Information (RFI) and provide further detail, explanation, or justification as applicable. Each RFI question is reproduced in full and italicised at the start of each relevant section.

Traffic and transport effects – Auckland Transport

- 1. Please confirm the properties affected by rubbish collection manoeuvring requiring vehicle crossing reconstruction to a commercial standard based on the alteration to designation. For example, to provide revised rubbish truck tracking based on the designation boundary of the proposed alteration (refer to below extracts from s92 responses). This is not specifically addressed in the AEE. This was noted in AT's initial feedback. It relates to Designation 9468 condition 5.2 (k).*

The Tawariki Street terminates in a dead-end, therefore rubbish trucks turn around requires a multi-point turn using residential driveway. During construction, this manoeuvre will be retained for an 8.0 m rubbish truck using 40 and 33 Tawariki Street. A revised vehicle tracking plan has been prepared for rubbish truck manoeuvring and is detailed in Attachment A option 2. The rubbish truck will be required to reverse down the extent of Tawariki Street to service dwellings at 37, 39, and 41 Tawariki Street given this section of Tawariki street will be low speed and minimal traffic, this arrangement is considered acceptable.

- 2. Please confirm any changes from the proposal affecting vehicle access servicing private properties and whether access will be maintained during the construction period (in accordance with Designation 9468 condition 5.2(e)).*

Vehicle access for residential properties will be maintained during construction. A 6.0 m wide access Right of Way will be built using the existing footpath space adjacent to properties 33-41 Tawariki Street as shown in Appendix B.

Noise and vibration effects

3. *Please confirm the total duration to complete the construction of the secondary shaft and;*

- *the duration to complete sheet piling (or alternative piling/retaining works)*
- *the duration that construction noise from sheet piling is predicted between 70 and 80 dB LAeq at individual properties*
- *the duration that construction noise from sheet piling is predicted to exceed 80 dB LAeq at individual properties*
- *the duration that construction vibration from sheet piling is predicted to exceed 2mm/s PPV and 5mm/s PPV at individual properties.*

The total construction duration of the primary and secondary shafts (if built within the same construction period as the first shaft) will be approximately 2.5 years. If not built concurrently, construction duration of the secondary shaft will be up to approximately 12 month in addition to the 12 month construction duration for the primary shaft.

The final construction methodology will be developed by the Contractor on the basis of detailed design and for the purposes of this assessment, a conservative or worst-case scenario has therefore been predicted.

Taking this into account, we advise as follows:

- Sheet piling (if required) will be carried out on an intermittent basis and for a relatively short duration. This is informed by practical 'on the ground' experience from numerous other Central Interceptor (CI) sites where shafts have already been constructed (Pump Station 23, Keith Hay Park, Walmsley, May Road (x2), Haycock, Dundale, Miranda and Pump Station 25).
- There are 6 properties where noise from sheet piling is predicted to exceed 80 dB for the duration indicated above (noting the existing designation provides for exceedances at all of these properties).
- The highest noise levels experienced by each receiver will be when works are at the closest location to that receiver, such that noise levels will be lower than predicted when piling is further away.
- Vibration from sheet piling is predicted to meet the DIN 4150-3 limit at distances of 13 m or more. Only the dwelling at 38-40 Tawariki Street is this close to works (approx. 10m). The potential duration of sheet piling is set out in the first bullet point, noting as above that as works move further away vibration levels will reduce.

As set out in Section 4.3 of the Tawariki Street Noise and Vibration Assessment, it was always anticipated that sheet piling would potentially result in exceedances of the noise limits set in Condition 3.2, and consequently the designation conditions provide for an Activity Specific Construction Noise Management Plan (ASCNMP) (Condition 3.5).

Consultation with residents around timing and duration of sheet piling will be an important aspect of noise management, and will be a key consideration in the preparation of ASCNMP.

As noted below, the approach to managing exceedances set out in the GLT designation conditions reflects the Central Interceptor designation conditions. An ASCNMP has been successfully implemented to date on 15 CI sites, including for sheet piling operations (3 sites¹). This provides a solid 'real-world' basis which demonstrates that the effects can be managed and mitigated to cause the least disruption to surrounding residents and to minimise environmental effects (careful management has ensured that to date there has been no noise complaints for CI works, including sheet piling works).

- 4. Please provide comments on the potential for cumulative noise and vibration effects from construction of the secondary shaft and other significant works if occurring simultaneously.*

While the alteration to designation provides for construction of both shafts within the one construction window, site constraints and construction management requirements will restrict what will be able to be undertaken on site at any one time.

The only potential exceedance of permitted activity thresholds is associated with sheet piling of the secondary shaft. However this would be temporary and intermittent, and only one sheet piling rig would be in operation

Vibration levels from all other equipment operating on site are predicted to be well below the guideline limits in DIN 4150-3. Similarly noise levels are predicted to comply with the relevant consent limits. Cumulative vibration and noise effects are therefore unlikely.

More broadly, Watercare and its Contractor has extensive experience constructing shafts and chambers in proximity to dwellings and is well versed in how best to manage construction activities to ensure effects and associated disruption is minimised. The CI Community Engagement team undertakes ongoing communication and engagement with surrounding properties regarding activities in proximity to dwellings. As a part of the CI works, this level of engagement and communication will continue for the Grey Lynn Tunnel and associated shaft site at Tawariki Street.

- 5. Please provide comments/evidence that it will not be practicable to further mitigate predicted construction noise levels given six properties will be subject to an increase in noise between 6 – 10 dBA which, subjectively, considered to represent moderate to significant effects.*

Screening from 3 m high site hoarding is assumed to provide 10 dB of attenuation for all sources except sheet piling, where the noise source is elevated effective screening is generally not practicable. For this reason, mitigation for sheet piling is generally limited to managing the hours of works, consultation with surrounding properties to minimise disruption, and working efficiently and quickly. To date these measures have been successfully employed at a number of other CI sites.

¹ ASCNMP has been prepared at the following Central Interceptor sites; Keith Hay Park, Haycock, and Walmsley

As noted above, the predicted levels are a worst-case scenario during intermittent sheet piling for a short duration.

It is not unusual for construction activities to exceed the permitted activity construction noise limits and this is recognised in the AUP and NZS 6803:1999. Intermittent exceedances of 6 – 10 dBA for short durations over a temporary construction period is not considered to represent a significant effect, noting further that the six properties identified were already predicted to experience exceedances (albeit less than through this alteration).

As noted above, the CI project team has established all of the major CI construction sites along the main CI tunnel and over half of the main CI tunnel has been completed (southern section). Works-to-date include a number of sites in close proximity to houses (e.g. Keith Hay Park, Haycock, Miranda Reserve, Rawalpindi Reserve, Mt Albert War Memorial Reserve). CI construction activities and associated effects are therefore well understood and able to be appropriately managed. This current application is informed by practical on-the-ground experience gained through the CI project to date, including directly comparable experience in relation to the type of works (shafts) and location of works (in proximity to houses). This provides a high degree of confidence around the potential effects of the proposed works and how these effects can be appropriately managed.

6. *Please advise if sheet piling, specifically in regard to vibration effects on the dwelling at 40 Tawariki Street (which is now located 10m away) represents the best practicable option approach.*

See response below to question 7.

7. *As vibratory sheet piling may not be required, please clarify why alternative piling / retaining methods have not been briefly discussed and, if noise and vibration levels associated with alternative piling/retaining methods would be lower, why an alternative method is not the preferred option.*

Consistent with CI works to date across 16 shaft sites, the final construction methodology and programme will be developed by the Contractor on the basis of detailed design, prior to the commencement of construction activities.

The indicative construction methodology used to inform the assessment of construction noise and vibration is set out in Section 3.5 of the original AEE² and Noise Effects³ reports. Alternative piling / retaining methods are discussed in these reports and the preferred method will be finalised when the (piling) Contractor is appointed. No changes to the indicative construction methodology are proposed as part of this application.

Sheet piling has been assessed as the worst-case scenario. Other methods of piling are expected to result in lower noise and vibration levels and are therefore within the envelope of effects assessed in the original NoR and through this alteration.

² Grey Lynn Tunnel Notice of Requirement (NoR), Resource Consent Application and Assessment of Environmental Effects Report prepared by Jacobs dated February 2019

³ Grey Lynn Tunnel Assessment of Noise Effects prepared by Marshall Day Acoustics dated 13 February 2019.

The existing conditions of Designation 9468 provide robust mechanism for ensuring the BPO approach to undertaking works. This is supported by reference to works at existing CI sites.

8. *Please confirm that there will be no change in the maximum number of daily construction vehicle movements (64 heavy vehicle movements, 82 vehicle movements total as per the original consent) associated with concurrent construction of the primary and secondary shafts.*

As set out in Section 3.2⁴, no changes are proposed to the trip generation assumptions that are provided for and assessed as part of the original Notice of Requirement. This includes no changes in the maximum number of daily construction vehicle movements associated with the concurrent construction of the primary and secondary shafts.

9. *In light of the extension to include 42 Tawariki Street, Flow consider that there will be an impact on parking further west and therefore seek that Condition 2.1(o) be amended to include consultation with the property owners of 33, 35 and 37 Tawariki Street as well. It is noted that Kainga Ora are the owners of these properties. You have stated in your request that based on discussions with Kainga Ora they have no concerns with the proposed alteration and will facilitate Watercare's discussions with their tenants. To this end, could you please confirm that the proposed amendment to condition 2.1(o) is acceptable to yourselves and Kainga Ora.*

The assessment of this notice to alter Designation 9468 is limited to the change in effects from the alteration. The loss of on-street parking outside 33, 35 and 37 Tawariki Street was assessed and already provided for as part of the original Notice of Requirement. For ease of reference, a Parking Plan⁵ showing the extent of permanent and temporary parking removal associated with the already authorised works is attached as Appendix C.

Therefore, an amendment to Condition 2.2 (o)⁶ is not necessary. However, the project will continue to communicate with the owners/occupiers of neighbouring properties throughout construction.

Closing

We trust that there is now sufficient information available for you to make a recommendation on the notice to alter Designation 9466. Please note, commencement of construction at the Tawariki Street site is scheduled to commence in March 2023. We would therefore appreciate this alteration to designation being considered in a timely manner.

Please do not hesitate to contact me if you require further clarification on any aspects of this letter.

⁴ Grey Lynn Tunnel: Changes to the Tawariki Street Secondary Shaft – Alteration to Designation Notice of Requirement and Assessment of Effects on the Environment Report prepared by Tonkin & Taylor, dated October 2022.

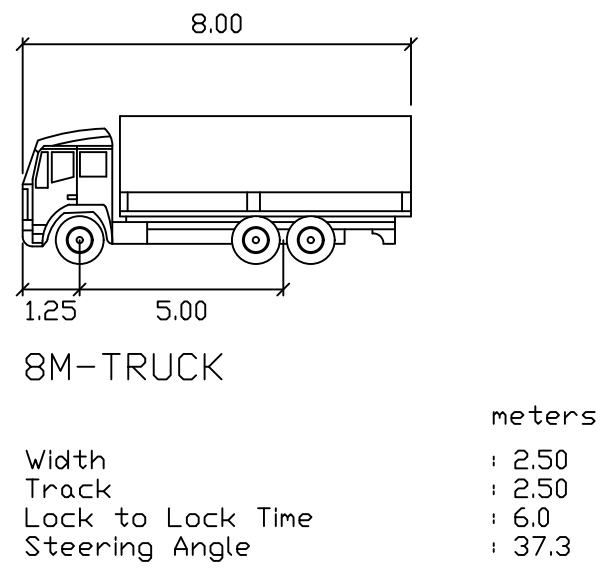
⁵ Attachment B1 to Commute Traffic Assessment, dated 18 April 2019, attached to the original further information request issued by Auckland Council dated 21 March 2019.

⁶ Note, there is no Condition 2.1(o) so have assumed the reviewer from Flow intended to refer to Condition 2.2(o).

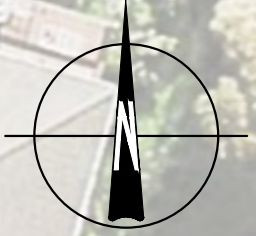
Yours Sincerely,
Shalini Sanjeshni
Environmental Advisor – Central Interceptor
Watercare Services Limited

Appendix A: Updated heavy vehicle tracking

- LEGEND:**
- WORK AREA:
 - SAFETY ZONES:
 - 900mm CONES:
 - TRAFFIC CONTROLLER:
 - EXTENDABLE CONE BARS:
 - SIGN FRAME/POSITION:
 - PEDESTRIAN ROUTE:
 - CYCLIST ROUTE:
 - NEW NSAAT LINES:
 - SAFETY FENCE:
 - SHEET MATCHLINE:



- NOTES**
- ALL CONES IN TAPERS AT 2.5m SPACINGS
 - ALL CONES ELSEWHERE AT 5m SPACINGS
 - 1m LATERAL SAFETY ZONE (SHOWN IN YELLOW) SURROUNDING WORK AREAS
 - LANE WIDTHS AT LEAST 3m UNLESS STATED



Rev	Description	By	Date
0	INITIAL DRAWING	J.M.	19/12/22

DRAWING ORIGINATOR:

GHELLA ABERGELDIE JV

ORIGINAL SCALE:

N.T.S

DRAWN BY:

Jolene Mendoza (#115346)
STMS (ABC) NP (12/08/2024)
TMP (Practicing)

This drawing, the design and concept remain the property of Ghella Abergeldie JV. Unauthorised reproduction of any part of this document is prohibited. This Traffic Management Drawing (with the associated Traffic Management Plan) must be utilised only at the location(s) it is associated and not without approval from the approving engineer and/or road controlling authority.

PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

Watercare
An Auckland Council Organisation

DRAWING TITLE:

CI PROJECT
TAWARIKI ST, PONSONBY
VEHICLE TRACKING

DRAWING TITLE:

TAWARIKI

SHEET NO:

Sheet 8 of 8

Appendix C: Original parking plan showing the extent of permanent and temporary parking removal



Revision notes:		
Rev:	Date:	Notes:

Drawn by: JB
Client:

Drawing Title: Semi Trailer Entry and Exit
--

Date: 17 April 2019
Scale@A3: 1:500
Revision: A

commute
TRANSPORTATION CONSULTANTS

Figure:
B1

Section 92 Response dated 27 September 2023

From: Shalini Sanjeshni <Shalini.Sanjeshni@water.co.nz>
Sent: Wednesday, 27 September 2023 6:44 pm
To: Lee-Ann Lucas <Lee-Ann.Lucas@aucklandcouncil.govt.nz>
Subject: Re: Alteration to designation

Hi Lee-Ann,

Apologies this took a while. Please find our response below:

- the treatment of the boundary between 40 and 42 Tawariki Street – the type and extent of fencing being proposed, giving due consideration to allow the passage of floodwaters/stormwater flows.

The existing fence between 40 & 42 Tawariki Street is a chain link mesh which provides for the passage of floodwater/stormwater flows. In the permanent case, a similar security fence will be installed.

- the displacement of the floodplain over 42 Tawariki Street, particularly how this will be managed to avoid exacerbating any effects on the neighbouring sites downstream

The finished surface will be graded from north and south towards the centre and gently fall from east to west towards the existing low point on the site (flood plain). This will maintain the existing overland flow path on the site and retain capacity of the floodplain. That being said, infrastructure has a functional and operational need to be located in a flood plain. The risks of adverse effects of the permanent structure on other people, property, and the environment is negligible. Drawing 2011960.017_B final contours

- the full extent of the impervious (concrete) surfaces for the full shaft site (42-48 Tawariki Street) and the on-site detention of the stormwater flows.

The site stormwater will be directed into a new concrete detention tank located on the western side of No. 42 Tawariki Street. The detention tank will be sized to 10 % Annual Exceedance Probability. This will capture stormwater flows from the north (church) and northeast (St Pauls College playground). Upon completion of works, the stormwater detention tank will capture, contain, and convey stormwater across the site and neighbouring properties to either improved or not made worse (2011960.013_B).

- confirmation that the existing overland flow path and floodplain are being accommodated during the construction phase and by the completed treatment of the shaft site (i.e. that there will be no diversion or displacement of stormwater flows flood plain extents.)

The works within the flood plain will be undertaken as a permitted activity during the construction of the second shaft. This can be confirmed via a memo prior to commencement of second shaft construction.

As part of site establishment works, 38 and 40 Tawariki Street will be removed, providing for more storage capacity with the flood plain. In the permanent case, the finished surface will be graded from north and south towards the center and gently fall from east to west towards the existing low point on the site (flood plain). This will maintain the existing overland flow path on the site and retain same volume of storage in the floodplain.

Ngā mihi,

Shalini Sanjeshni | Environmental Lead – Central Interceptor

Watercare Services Limited

Postal address: Private Bag 92 521, Wellesley Street, Auckland 1141, New Zealand

Phone: 021 346 570

Website: www.watercare.co.nz

Section 92 Response dated 8 December 2023

8 December 2023

Lee-Ann Lucas

Senior Policy Planner
Central South – Plans and Places
Auckland Council
Auckland House, Level 24
135 Albert Street, Central Auckland, 1010

Watercare Services Limited

Private Bag 94010
Auckland 2241

www.watercare.co.nz
ciproject@water.co.nz
www.centralinterceptor.co.nz



Contractor project helpline

24 hours
0800 425 802

Dear Lee-Ann,

Request for further information on Notice of Requirement application for relocation of the secondary shaft at 42 Tawariki Street.

Further to your email dated on 27 October 2023 and 27 November 2023 requesting further information with respect to the Notice of Requirement to alter designation 9468 by Watercare, we provide the following:

Activities being carried out on 42 Tawariki St

Watercare would like to clarify that no works relating to the alteration to designation have commenced on 42 Tawariki St. This property is owned by Watercare and is currently being used as a temporary ablution block, which is permitted under Rule E40.4.1 (A20).

The Construction Traffic Management Plan (CTMP) and Construction Management Plan (CMP) have been certified by Council under Designation 9468 and 42 Tawariki St has been mentioned in these plans to show location of site amenities.

Permeable surface vs impermeable surface

You have asked for confirmation of the permeable and impermeable surfaces during the construction phase and after the completion of the works, and confirmation of the structures on site.

During the construction phase the site will be temporarily stabilised to minimise erosion and sediment runoff. The extent of the stabilised construction platform may vary across the construction period. While the secondary shaft will cover a reasonable proportion of 42 Tawariki St, it will effectively detain any rain that falls within it, due to being a sub-surface excavation.

The post development impermeable area for the entire site (42-48 Tawariki St) is expected to be approximately 1152 m² and permeable area approximately 986 m². Overall, the stormwater from the site will be directed into a new concrete detention tank located near the western side of 42 Tawariki and sized for attenuation of the 10% AEP.

The permanent structures associated with the designated works are authorised by Designation 9468 (which has already been confirmed by Council). This includes the primary and secondary shafts, underground chambers, grit trap, plant room and air vent stack. The

effects of these structures are therefore already authorised and do not form part of this alteration to designation. It is noted that the secondary shaft will be a below-ground structure once complete.

Noise at 36 Tawariki St

Since the alteration to designation was lodged with Auckland Council, Watercare has purchased 38 and 40 Tawariki St and removed buildings on both properties as-of-right as a permitted activity. However, Watercare is not proposing to extend the designation onto 38 and 40 Tawariki St, and any future activities on the site are not in scope of this NoR.

Regardless of whether the existing buildings and vegetation on 38 & 40 are removed, we consider that a further assessment of potential noise effects on 36 Tawariki St is not required and will not assist Auckland Council's consideration of the alteration to designation on the following basis:

1. The original noise assessment prepared in support of the initial NOR (Marshall Day, February 2019) already identified exceedances at 36 Tawariki Street (79 dB LAeq, see Table 4.2). The original noise assessment was prepared on a conservative, 'worst-case' basis assuming sheet piling would be utilised. Whilst a further assessment might identify slightly higher predicted noise levels associated with sheet piling at 36 Tawariki St, noise predictions are modelled and there will always be a degree of uncertainty about modelled numbers. We see no value in providing updated modelled noise levels when they are likely to be in the vicinity of the previously predicted noise levels.
2. Furthermore, predicted noise levels at 35 Tawariki Street provide a useful example. This property is located approximately 28 m away from the nearest sheet piling (See Table 4.1 in the Noise assessment) with no buildings to provide screening. Predicted sheet piling noise levels for 35 Tawariki St are 82 dB LAeq (i.e. at 28 m without screening). By comparison 36 Tawariki St is approximately 31 m away from the nearest sheet piling. It would be reasonable to expect noise levels in this order without screening (versus 79 dB LAeq with screening).
3. As such, with removal of the buildings at 38 & 40 Tawariki St prior to the works commencing, any change in noise level will not materially change the nature of the construction noise effects for the project. It was always anticipated that sheet piling would result in exceedances of the noise limits set in condition 3.2, and consequently the designation conditions provide for an Activity Specific Construction Noise Management Plan (ASCNMP) (Condition 3.5). Consultation with residents around timing and duration of sheet piling (if required) will be an important aspect of noise management, and will be a key consideration in the preparation of ASCNMP. Noise effects have been successfully managed on existing CI sites in close proximity to residential sites through the use of CNVMP and an ASCNMP. These management plans include industry standard practice for sheet piling mitigation and consultation with receivers around timing and duration.

Overall, taking into account that sheet piling (if required) will be intermittent, standard industry practice is proposed to be implemented to manage the effects, and Watercare and its contractor's successful track-record for managing construction vibration across other CI sites, we consider that the noise effects are consistent with those originally assessed and the effects will be appropriately addressed through noise management and mitigation measures required by the conditions of Designation 9468 including the CNVMP and ASCNMP. On this basis we conclude that the effects of this alteration to designation on 36 Tawariki St will be less than minor.

Fencing along boundary of 40/42 Tawariki St

Fencing within a floodplain is a permitted activity (Rule E36.4.1(A23)), subject to meeting the permitted activity standards in E36.6.1.5.

Watercare can commit to meeting the permitted activity standard (as Watercare would be required to, regardless of this process). If it provides Council with a path forward with the processing of this alteration to designation, Watercare could offer to include Standard E36.6.1.5(1) as a condition on the designation:

"Fences and walls in the 1 per cent annual exceedance probability (AEP) floodplain must be designed to allow for the passage of flood waters where those flood waters exceed 300mm in depth."

(Noting that this does not place any additional obligations beyond what would otherwise be required of Watercare to meet its requirements under the AUP, and Watercare maintains its position that it is not necessary to include a condition on the designation of this nature).

In our experience, the level of detail being requested would not typically be provided at the designation stage. We do not consider it necessary or appropriate to provide detailed design of the boundary fence as part of a designation process.

You have also asked that details of the fencing along the boundary of 40/42 Tawariki St are provided to demonstrate the fence will provide noise buffering, and that amendments are made to the designation conditions to refer to the role of fencing along this boundary for noise mitigation.

We consider that the existing conditions on the designation will ensure that noise effects on 36 Tawariki St are appropriately managed. The existing designation conditions require a CNVMP to be prepared, which is the appropriate mechanism for ensuring adequate noise mitigation measures are in place for the works. Condition 3.4 requires that the CNVMP sets out physical noise mitigation measures. The approach to noise mitigation from the works will be determined by the contractor, based on the final construction methodology. There are other potential solutions to providing acoustic screening, beyond installing site hoardings on the boundary. Further, fencing along the boundary of 40/42 Tawariki St will not materially influence the predicted noise levels from sheet piling for 36 Tawariki St. As set out in the Noise Assessment which accompanied this NOR, the noise source associated with sheet piling is elevated, and screening is generally not practicable.

On this basis, we consider that the existing conditions on the designation will appropriately manage noise effects for 36 Tawariki St, and do not consider it necessary to amend the conditions to include specific reference to boundary fencing to address noise effects as you have suggested.

Fencing on boundary of 36/38

The fencing along the boundary of 36 and 38 Tawariki St is not in scope of this application. Should Watercare propose to do anything with fencing along this boundary in future, they would need to consider the permitted activity standards in the AUP for fences within flood plains. However, as it is not in scope of this alteration to designation, there is no requirement on Watercare to consider the matter further at this time.

Agreement with Auckland Transport for use of the road corridor

Watercare has received approval from Auckland Transport (AT) for the use of the road corridor in May 2023.

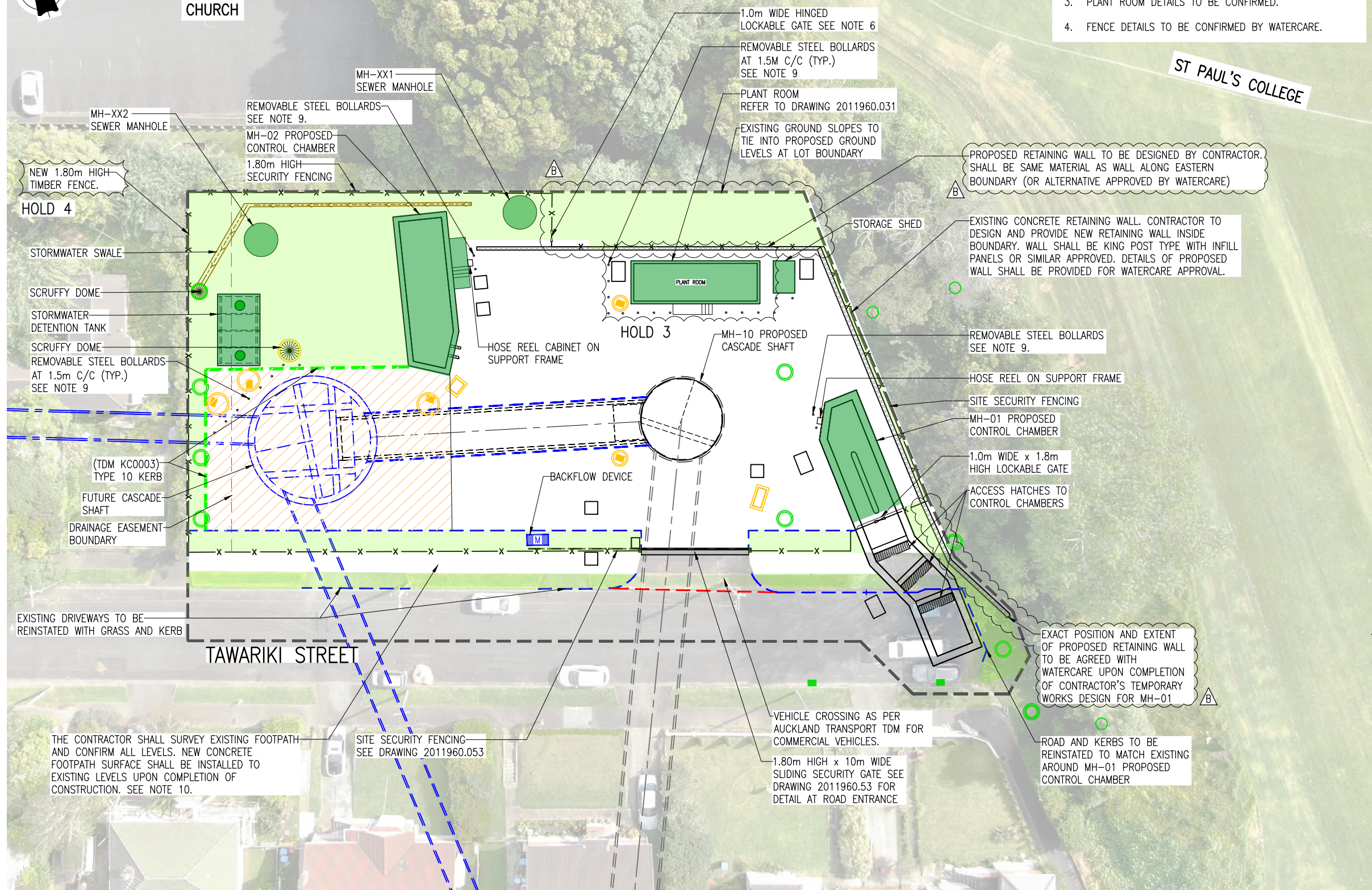
Conclusion

Many of the matters addressed above are outside of the scope of this NoR and/or are matters which are either already addressed through the existing designation conditions or are permitted activities in the AUP. We consider that Auckland Council has more than adequate information to make a recommendation on this alteration to designation. Accordingly, Watercare requests that a recommendation is made by end of December 2023.

Yours faithfully,
Shalini Sanjeshni
Environmental Lead – Central Interceptor
Watercare Services Limited

Section 92 Response – Plans (received September 2023)

- Tawariki Street - Central Inceptor (DSCIN), 00 Site General Proposed Site Surface Plan No. 2011960.013_B
- Tawariki Street - Central Inceptor (DSCIN), 00 Site General Earthworks Plan No. 2011960.017_B



- HOLDS:**
1. DELETED.
 2. DELETED.
 3. PLANT ROOM DETAILS TO BE CONFIRMED.
 4. FENCE DETAILS TO BE CONFIRMED BY WATERCARE.

- NOTES:**
1. CO-ORDINATES ARE IN NZTM AND LEVELS ARE TO AUCKLAND L&S 1946 DATUM.
 2. DELETED.
 3. FOR CONCRETE ROAD SURFACE, PERMEABLE PAVING AND JOINT DETAILS REFER TO DRAWING 2011960.036.
 4. CONCRETE KERBS TO BE PER AUCKLAND TRANSPORT TDM DETAILS AS NOTED.
 5. FOR PROPOSED SURFACE LEVELS REFER TO DRAWINGS 2011960.017, 018 AND 019.
 6. HINGED GATE PROVIDED FOR LANDSCAPE MAINTENANCE TO REAR OF BUILDING.
 7. FOR GRASSED SURFACE REFER TO DRAWING 2011960.055, 2011960.056 AND LANDSCAPE SPECIFICATION.
 8. CONCRETE SLAB WITHIN THE SITE BOUNDARY FENCE TO HAVE AN EXPOSED AGGREGATE SURFACE FINISH.
 9. REMOVABLE GALVANISED BOLLARDS TO BE 1000 HIGH WITH 76mm DIAMETER POST, GROUND SOCKET AND CONCRETE SURROUND. PROVIDE WITH PADLOCK FACILITY INSTALLED IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS.
 10. FOOTPATH TO BE REINSTATED IN ACCORDANCE WITH AUCKLAND TRANSPORT CODE OF PRACTICE FOR WORKING IN ROADS PART 8.

- LEGEND**
- — — — — DESIGNATION BOUNDARY
 - █ ABOVE GROUND STRUCTURES
 - - - - - BELOW GROUND STRUCTURES
 - — — — — EXISTING KERB LINE
 - SLIDING SECURITY GATE
 - ▨ GRASS REINSTATEMENT / LANDSCAPING
 - ▧ PERMEABLE PAVING SURFACE
 - ▩ CONCRETE PAVEMENT (SEE NOTE 8)
 - x - x - PROPOSED FENCE
 - ⌀ CONTRACTOR DESIGNED RETAINING WALL
 - ▬ CONCRETE KERB (TYPE 10, TDM KC0003)
 - ▬ CONCRETE KERB (TYPE 1, TDM KC0001)
 - ▬ FLUSH KERB/CHANNEL
 - / ○ APPROX LOCATION DRAWPOINT / MH ACCESS COVER
 - - - - - STORMWATER SWALE
 - Ⓜ WATER METER

THE CONTRACTOR SHALL SURVEY EXISTING FOOTPATH AND CONFIRM ALL LEVELS. NEW CONCRETE FOOTPATH SURFACE SHALL BE INSTALLED TO EXISTING LEVELS UPON COMPLETION OF CONSTRUCTION. SEE NOTE 10.

SITE SECURITY FENCING SEE DRAWING 2011960.053

VEHICLE CROSSING AS PER AUCKLAND TRANSPORT TDM FOR COMMERCIAL VEHICLES.
1.80m HIGH x 10m WIDE SLIDING SECURITY GATE SEE DRAWING 2011960.53 FOR DETAIL AT ROAD ENTRANCE

EXACT POSITION AND EXTENT OF PROPOSED RETAINING WALL TO BE AGREED WITH WATERCARE UPON COMPLETION OF CONTRACTOR'S TEMPORARY WORKS DESIGN FOR MH-01

PLAN
SCALE 1:200 (A1)

SCALE 1:200 (A1) 0 4 8 12 16 20m

CONSTRUCTION ISSUE



Plot Date: Sep 14, 2023 - 11:09am C:\users\nevasa\j\appdata\local\projwise\jacob\proj\2011960_013.dwg

ISSUE	DATE	AMENDMENT	BY	APPD.	DATE
B	05.09.23	IFC - RETAINING WALL & FENCE REVISED AS INDICATED	JFN	JEH	DESIGNED
A	05.07.23	IFC - REDESIGNED SITE LAYOUT	SS	DJK	DES. CHECKED
-	12.11.20	CONSTRUCTION ISSUE	WIS	EB	DRAWN
3	28.02.20	CLIENT APPROVAL ISSUE - 100% DETAILED DESIGN	SS	EB	DWG. CHECKED
2	17.12.19	CLIENT REVIEW ISSUE - 70% DETAILED DESIGN	SS	EB	PROJECT LEADER
1	12.11.19	CLIENT REVIEW ISSUE	MSM	EB	INFRASTR APP'D

CF	10.19	
EB	12.19	
MSM	10.19	
PMF	12.19	<small>COPYRIGHT - This drawing, the design concept, remain the exclusive property of Watercare Services Limited and may not be used without approval. Copyright reserved.</small>
EB	11.20	
SG	11.20	

TAWARIKI ST - CENTRAL INTERCEPTOR (DSCIN)
00 SITE GENERAL
PROPOSED SITE SURFACE PLAN

CAD FILE	2011960.013	DATE	05.09.23
ORIGINAL SCALE	A1	CONTRACT No.	6661
REF. No.	CI-CIVIL		
DWG. No.	2011960.013		
		ISSUE	B

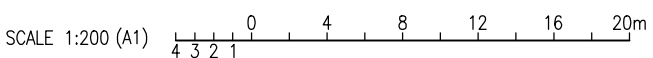


- NOTES:**
- CO-ORDINATES ARE IN NZTM AND LEVELS ARE TO AUCKLAND L&S 1946 DATUM.
 - THIS DRAWING SHOWS PROPOSED LEVELS WITHIN THE BOUNDARIES OF 44-48 TAWARIKI STREET AND EXISTING LEVELS OUTSIDE THE SITE.
 - FOR SECTIONS REFER TO DRAWING 2011960.018 AND 2011960.019.
 - 100 YEAR FLOOD LEVEL 11.25mRL PROVIDED BY AUCKLAND COUNCIL (2022).
 - CONTRACTOR TO UNDERTAKE SLOPE STABILITY ANALYSIS AS PART OF RETAINING WALL DESIGN.

- LEGEND**
- DESIGNATION BOUNDARY
 - █ ABOVE GROUND STRUCTURES
 - BELOW GROUND STRUCTURES
 - EXISTING CONTOUR
 - MAJOR CONTOUR (1.0m)
 - MINOR CONTOUR (0.1m)
 - 100 YEAR (1% AEP) FLOOD LEVEL. REFER NOTE 4.
 - SW --- PROPOSED PUBLIC STORM WATER PIPEWORK
 - STORMWATER SWALE
 - SS --- PRIVATE STORM WATER PIPEWORK
 - SS --- PROPOSED WASHDOWN
 - PROPOSED KERB
 - FLUSH KERB/CHANNEL
 - PROPOSED GROUND BOUNDARY
 - SD --- EXISTING SUB SOIL DRAIN
 - SD --- PROPOSED SUB SOIL DRAIN
 - TOC --- TOP OF CONCRETE
 - FFL --- FINISHED FLOOR LEVEL
 - CONTRACTOR DESIGNED RETAINING WALL

- HOLDS:**
- DETAILS OF PLANT ROOM AND DUCTS FROM PLANT ROOM TO BE CONFIRMED.

PLAN
SCALE 1:200 (A1)



CONSTRUCTION ISSUE



Plot Date: Sep 14, 2023 - 10:40am C:\Users\Naveen\AppData\Local\ProjectWise\Jacobs\amz_ie\0320731_201960.017.dwg

ISSUE	DATE	AMENDMENT	BY	APPD.	BY	APPD.	DATE
B	05.09.23	IFC - RETAINING WALL & FENCE REVISED AS INDICATED	JFN	JEH	DESIGNED	CF	10.19
A	30.06.23	IFC - REDESIGNED SITE LAYOUT	SS	DJK	DES. CHECKED	EB	12.19
-	12.11.20	CONSTRUCTION ISSUE	WIS	EB	DRAWN	SS	12.19
2	28.02.20	CLIENT APPROVAL ISSUE - 100% DETAILED DESIGN	SS	EB	DWG. CHECKED	PMF	12.19
1	17.12.19	CLIENT REVIEW ISSUE - 70% DETAILED DESIGN	SS	EB	PROJECT LEADER	EB	11.20
			SS	EB	INFRASTR APP'D	SG	11.20

Watercare

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TAWARIKI ST - CENTRAL INTERCEPTOR (DSCIN)
00 SITE GENERAL
EARTHWORKS PLAN

CAD FILE 2011960.017	DATE 05.09.23
ORIGINAL SCALE A1 1:200	CONTRACT No. 6661
REF. No. CI-CIVIL	ISSUE
DWG. No. 2011960.017	B

Affected Party Written Approval

24 April 2023

Watercare Services Limited
c/o Shalini Sanjeshni
Private Bag 92 521
Wellesley Street,
Auckland 1141

Via email: Shalini.Sanjeshni@water.co.nz

Dear Shalini,

Landowner Consent - Alteration of designation 9468 (Grey Lynn Tunnel) to include road corridor in front of 42 Tawariki Street, Grey Lynn

In regard to your application in February 2023 for consent from Auckland Transport to alter Watercare's designation 9468 (Grey Lynn Tunnel) to include the road corridor in front of 42 Tawariki Street, Grey Lynn to enable works for the Grey Lynn Tunnel, Auckland Transport provides its written consent to the proposal outlined in the below documentation:

- Plans prepared by Watercare titled "Tawariki Street Central Interceptor, Redesigned Site Layout – Concept Layout", dated 21.06.22

This consent is subject to the following conditions:

1. This landowner consent is issued for the purpose of the temporary construction designation affecting the carriageway and road frontage at 42 Tawariki Street, Grey Lynn. The works shall be undertaken in accordance with the following information:
 - a) *Plans prepared by Watercare titled "Tawariki Street Central Interceptor, Redesigned Site Layout – Concept Layout", dated 21.06.22*
2. As soon as practicable following completion of the works the temporary construction designation is to be removed (under s182 of the RMA and in accordance Designation 9468 condition 1.2).

Advice notes.

- i. Works in the road corridor are not approved as part of this landowner consent and require separate approvals from Auckland Transport. A Traffic Management Plan is required to support the CAR application. The applicant should contact Auckland Transport as soon as possible to ensure all necessary approvals are obtained before the commencement of the construction. These approvals include but not limited to Corridor Access Request, and Engineering Plan approvals.
- ii. Any other consents and approvals (including resource consents, building consents, engineering plan approval and corridor access request) are the responsibility of the applicant and are not covered by this landowner approval.

Regards



Jane Small
**Group Manager PMO, Strategic Programmes and Property
Integrated Networks Division**

Attachment 4
Watercare Services Ltd Central Schedule and
Designation 9468 Grey Lynn Tunnel
updated text (Strikethrough and Underlined)

Designation Schedule - Watercare Services Ltd (2/3)

Central

Number	Purpose	Location
9400	Wastewater purposes - pump station and associated structures	36 Westmere Park Avenue (Westmere Park), Westmere
9401	Wastewater purposes - pump station and associated structures	44-66 West End Road (Cox's Bay Reserve at the end of Nottingham Street), Herne Bay
9402	Wastewater purposes - pump station and associated structures	Farnham Street (road reserve adjoining 106 St Georges Bay Road), Parnell
9403	Withdrawn	
9404	Wastewater purposes - pump station and associated structures	10B Harbour View Road, Point Chevalier
9405	Wastewater purposes - pump station and associated structures	Wainui Avenue (road reserve adjoining No. 76), Point Chevalier
9406	Wastewater purposes - pump station and associated structures	Oliver Street (road reserve across from Lynch Street), Point Chevalier
9407	Wastewater purposes - pump station and associated structures	Wright Road (road reserve adjoining No. 47), Point Chevalier
9408	Water supply purposes - above ground reservoir and associated structures	7 Hereford Street, Freemans Bay
9409	Water supply purposes - reservoirs, pump station and associated structures	230-250 Symonds Street, Grafton
9410	Water supply purposes - reservoir	20 Park Road (Auckland Domain), Grafton
9411	Wastewater purposes - pump station and associated structures	20 Park Road (Auckland Domain), Grafton
9412	Wastewater purposes - pump station and associated structures	2-30 Shore Road (Thomas Bloodworth Park), Remuera
9413	Wastewater purposes - pump station and associated structures	34-40 Reihana Street, Orakei
9414	Wastewater purposes - pump station and associated structures	6 Baddeley Avenue (Madills Farm), Kohimarama
9415	Wastewater purposes - pump station and associated structures	20-22 Roberta Avenue (Roberta Reserve), Glendowie
9416	Wastewater purposes - siphon chamber	32 Saunders Place, Avondale
9417	Water supply purposes - reservoirs and associated structures	250 Mt Eden Road (Mt Eden Domain), Mt Eden
9418	Water supply purposes - reservoirs and associated structures	181-225 Remuera Road (Mt Hobson Domain), Remuera
9419	Water supply purposes - reservoir and associated structures	15-39 College Road, St Johns
9420	Water supply purposes - reservoir and associated structures	27 La Veta Avenue, Mount Albert
9421	Wastewater purposes - pump station and associated structures	La Veta Avenue (road reserve adjoining No. 13 and 15), Mount Albert
9422	Wastewater Purposes - Overflow Apron	End of Morning Star Place and 30-36 Alberton Avenue (near Roy Clement Walkway), Mount Albert

9423	Water supply purposes - reservoir and associated structures	181-225 Remuera Road (Mt Hobson Domain), Remuera
9424	Wastewater purposes - pump station and associated structures	40 Maybury Street (Maybury Rserve), Point England
9425	Wastewater purposes - pump station and associated structures	192A Riverside Avenue (Riverside Reserve), Point England
9426	Wastewater purposes – storage tank and associated structures.	Point England Reserve, 254 Point England Road, Point England
9427	Water supply purposes - reservoir and associated structures	113A Duke Street (Big King Reserve), Three Kings
9428	Water supply purposes - reservoir and associated structures	670 Manukau Road (One Tree Hill Domain), Epsom
9429	Water supply purposes - reservoir and associated structures	670 Manukau Road (One Tree Hill Domain), Epsom
9430	Water supply purposes - reservoirs, pump station and associated structures	197-211 Green Lane West (Cornwall Park), Epsom
9431	Water supply purposes - reservoir and associated structures	197-211 Green Lane West (Cornwall Park), Epsom
9432	Water supply purposes - reservoirs, pump station and associated structures	197-211 Green Lane West (Cornwall Park), Epsom
9433	Wastewater purposes - pump station and associated structures	100 Ireland Road (Panmure Basin Foreshore), Panmure
9434	Water supply purposes - reservoir and associated structures	32-66 Mountain Road (Mt Wellington Domain), Mount Wellington
9435	Water supply purposes - reservoir and associated structures	32-66 Mountain Road (Mt Wellington Domain), Mount Wellington
9436	Wastewater purposes - pump station and associated structures	32B Miranda Street (Miranda Reserve), Avondale
9437	Water supply purposes - reservoir and associated structures	1109 Dominion Road (Winstone Park), Mount Roskill
9438	Wastewater purposes - pump station and associated structures	20 Bowden Road, Mount Wellington
9439	Wastewater purposes - pump station and associated structures	19 Commodore Drive, Lynfield
9440	Wastewater purposes - pump station and associated structures	39 Fredrick Street, Hillsborough
9441	Wastewater purposes - pump station and associated structures	30 and 30A Alfred Street, Onehunga
9442	Water supply purposes - water treatment plant	2 Spring Street and Rowe Street (road reserve adjacent to 2 Spring Street), Onehunga
9443	Water Supply purposes - supply well, pump station and associated structures	81-87 Church Street (corner Pearce Street and Upper Municipal Place), Onehunga
9444	Water Supply purposes - supply well, pump station and associated structures	26 Upper Municipal Place, Onehunga
9445	Water Supply purposes - supply well, pump station and associated structures	Lower Municipal Place (road reserve adjoining 37-39 Selwyn Street), Onehunga
9447	Withdrawn	
9448	Wastewater purposes - pump station and associated structures	5A Miami Parade, Onehunga

9449	Wastewater purposes - pump station and associated structures	343 Neilson Street, Te Papapa
9450	Wastewater purposes - siphon chamber, pump station and associated structures	1018A-C Great South Road, Mount Wellington
9451	Wastewater purposes - pump station and associated structures	15-21 and 23A -23B Bell Avenue, Mount Wellington
9452	Wastewater purposes - siphon chamber and associated structures	23A-B Saleyards Road, Otahuhu
9453	Wastewater purposes - pump station and associated structures	20 Saleyards Road, Otahuhu
9454	Wastewater purposes - pump station and associated structures	Luke Street East (road reserve adjoining No. 137), Otahuhu
9455	Wastewater purposes - pump station and associated structures	Portage Road (road reserve adjoining No. 4-12), Otahuhu
9456	Water supply purposes - valve chamber and associated structures	13 Cracroft Street, Otahuhu
9457	Wastewater purposes - pump station and associated structures	2 Alten Road and Churchill Street (road reserve) and Constitution Hill (road reserve), Auckland Central
9458	Wastewater purposes - pump station and associated structures	Hardinge Street (road reserve between 120 and 136-142 Fanshaw Street), Auckland Central
9459	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	43 Wingate Street, Avondale
9460	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	11, 11A, 13 and 13A Waterbank Crescent, Waterview(part of) Waterview Reserve
9461	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	Howlett and Waterview Walkway, Waterview (part of) Waterview Reserve
9462	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	Seaside Reserve, Waterview, 21 Seaside Avenue and Seaside Avenue (in part)
9463	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	Alan Wood Reserve, New Windsor
9464	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	Moa Reserve, Point Chevalier
9465	Wastewater purposes - Storage Tank	6 Baddeley Avenue, Kohimarama. Madills Farm Recreation Reserve (in part).
9466	Construction, operation and maintenance of wastewater infrastructure	From Western Springs to Mangere Wastewater Treatment Plan
9467	Wastewater pump station	31-79 Daldy Street, Wynyard and adjacent road reserve of Daldy Street and Pakenham Street West
9468	Grey Lynn Tunnel	<u>42</u> , 44, 46, and 48 Tawariki Street, 183 Richmond Road, and Tawariki Street road reserve, Grey Lynn

9468 Grey Lynn Tunnel

Designation Number	9468
Requiring Authority	Watercare Services Ltd
Location	<u>42, 44, 46, and 48 Tawariki Street, 183 Richmond Road, and Tawariki Street road reserve, Grey Lynn</u>
Lapse Date	10 years from inclusion in the Auckland Unitary Plan, in accordance with section 184(1) of the RMA

Purpose

Construction, operation, and maintenance of wastewater infrastructure.

Conditions

1. General Conditions

- 1.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in accordance with the information provided by the Requiring Authority in the Notice of Requirement dated February 2019, the alteration to the designation dated November 2022 and supporting documents being:
- a) Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Notice of Requirement, Resource Consent Application and Assessment of Environmental Effects" prepared by Jacobs, dated February 2019.
 - b) Notice of Requirement and Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Alteration to Designation", prepared by Tonkin + Taylor Ltd, dated October 2022.
 - c) Drawings as detailed below:
 - 'Land Requirement Plan Tawariki Street Shaft Site', Rev A by Jacobs, undated.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 1', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 2', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 1', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Site Plan', Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Fence Options, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Section and Elevation Location Plan, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Cross Sections, Rev 0, by Boffa Miskell, dated April 2019.

- 'Grey Lynn Tunnel – Tawariki Street Retaining Wall Elevations, Rev 0, by Boffa Miskell, dated April 2019.
- 'Grey Lynn Tunnel – Tawariki Street Panorama View from 39 Tawariki Street – Following Site Reinstatement, Rev 0, by Boffa Miskell, dated April 2019.
- Tawariki Street – Central Interceptor (DSCIN), 00 Site General Proposed Site Surface Plan No. 2011960.013 B
- Tawariki Street – Central Interceptor (DSCIN), 00 Site General Earthworks Plan No. 2011960.017 B

d) Technical Reports as detailed below:

- Ecological Assessment, prepared by Bioreserches Group Ltd, dated 18 February 2019.
- Archaeological and Historic Heritage Assessment, prepared by Clough & Associates Ltd, dated February 2019.
- Traffic Impact Assessment, prepared by Commute, dated 21 February 2019.
- Noise Assessment, prepared by Marshall Day Acoustics, 13 February 2019.
- Vibration Assessment, prepared by McMillen Jacobs Associates, dated 21 December 2019.
- Settlement Assessment, prepared by McMillen Jacobs Associates, dated 31 January 2018.
- Contamination Report, prepared by AECOM, dated 21 February 2019.
- Visual Impact and Landscape Assessment, prepared by Boffa Miskell Ltd, dated 20 February 2019.
- Arborist Report, prepared by Greenscene NZ, dated 20 February 2019.
- Tawariki St Shaft site relocation: Noise and Vibration – Assessment of change in effects, prepared by Tonkin & Taylor Ltd, dated October 2022.

e) Section 92 responses dated 18 April and 24 May 2019

f) Section 92 responses for the alteration dated 17 February, 27 September and 8 December 2023

1.2 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 Project and associated structures and activities;
- c) identify, in consultation with Auckland Transport 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.
- 1.3 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.
- 1.4 The designation shall lapse on the expiry of a period of 10 years after the date on which the last of any appeals on all consents and notices of requirement associated with the Project is withdrawn or determined, or, if no appeals are lodged, the date on which the notices of requirement are included in the AUP in accordance with section 184(1)(c) of the RMA, unless:
- a) it has been given effect 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.
- 1.5 Except as provided for in Condition 1.6 below, the Requiring Authority shall submit an Outline Plan of Works (OPW) for the Project for each of the relevant Project stages in accordance with section 176A of the RMA.
- 1.6 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.
- 1.7 The OPW shall include the following Management Plans, relevant to the stage of works sought for the Project:
- a) Construction Management Plan (CMP);
 - b) Construction Traffic Management Plan;
 - c) Communications Plan;
 - d) Construction Noise and Vibration Management Plan (CNVMP); and
 - e) Site Reinstatement Plan.

2. Construction Management

- 2.1 The Requiring Authority shall prepare Construction Management Plans (CMP) 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 and to

achieve compliance with the specific conditions of this designation that relate to the matters referred to items (c) to (o) of Condition 2.2 below. The CMP(s) shall be submitted to the Council with the relevant OPW for the stage to which they relate.

- 2.2 The CMP(s) required by Condition 2.1 above shall include specific details relating to the management of all construction activities associated with the relevant Project stage, including:
- a) Details of the site or project manager and the construction liaison person identified in Condition 1.3, including their contact details (phone, postal address, email address);
 - b) An outline construction programme;
 - c) The proposed hours of work, including activities that may occur outside the typical working day hours;
 - 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, site access for the contractors yard, 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 and / or other places adjacent to the work site including removal of any unreasonable levels of dust (as determined by the Council's Team Leader Compliance Monitoring Central) deposited on any adjacent dwellings;
 - 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 and for pedestrian management as required by Condition 6.1;
 - 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 (CNVMP) containing measures to address the management of noise and vibration as identified in Condition 3.1;
 - m) Measures for the protection and management of trees as identified in Condition 10.1; and
 - n) Measures to address CPTED issues within and around the site; and
 - o) In relation to the owners of 39 and 41 Tawariki Street, a parking plan will be developed in consultation with the owners that provides parking for the owners of 39 and 41 Tawariki Street either on the road beside the properties or a reasonable alternative as agreed with the owners prior to the works commencing.

p) Fences and walls in the 1 per cent annual exceedance probability (AEP) floodplain must be designed to allow for the passage of flood waters up to 300mm in depth

2.3 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. The CMP or any specific component of the CMP shall be updated as necessary and provided to the Council in accordance with Condition 2.1.

3. Construction Noise and Vibration

3.1 A Construction Noise and Vibration Management Plan (CNVMP) either as part of the CMP, or as a standalone plan, shall be prepared by a suitably qualified person, and shall be submitted to the Council with the OPW to which it relates. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option ('BPO') for management of all construction noise and vibration effects and to define the procedures to be followed when full compliance with the construction noise and vibration standards of Conditions 3.2 to 3.9 are not met following adoption of the BPO.

3.2 Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise, and shall comply with the following noise limits, unless varied in accordance with Condition 3.5:

Time and Day	Noise Limits	
	L _{Aeq} dB	L _{Amax} dB
Monday to Saturday 0730 – 1800	70	85
At All Other Times and Public Holidays	45	75

3.3 Construction works which exceed a level of LAeq 45dB at the most exposed receiver(s) are restricted to between 0730 to 1800 on weekdays and Saturdays, with no noisy works permitted on Sundays and Public Holidays. Each CNVMP shall define which activities will comply with a limit of LAeq 45dB and can therefore be undertaken outside of these hours in compliance with Condition 8.1.

3.4 Each CNVMP shall, in demonstrating compliance with Condition 3.2, 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 would occur;
- d) physical noise mitigation measures, including prohibiting the use of tonal reverse alarms, 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;

- f) the identification of activities and locations that will require the design of specific noise mitigation measures;
- g) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed noise management measures and any feedback received from those stakeholders, along with the noise management measures that will be adopted based on this consultation;
- h) methods for monitoring and reporting on construction noise;
- i) methods for receiving and responding to complaints about construction noise; and
- j) construction operator training procedures.

3.5 Where a CNVMP predicts that noise levels from a particular activity will or will likely exceed the noise limits set out in Condition 3.2, or where noise measurements show that compliance is not being achieved, the Requiring Authority shall prepare and submit for the certification of the Council an Activity Specific Construction Noise Management Plan (ASCNMP). The ASCNMP(s) shall be submitted to the Council for review and approval at least 7 working days prior to the proposed works commencing.

Works subject to the ASCNMP(s) shall not commence until certification is received from the Council. If monitoring shows that levels specified in an ASCNMP are being exceeded, work generating the exceedance shall stop and not recommence until further mitigation is implemented in accordance with an amended ASCNMP certified by the Council.

In addition to the requirements of Condition 3.4, an ASCNMP must:

- a) describe the activity (including duration), plant and machinery that is expected not to comply with the noise limits in Condition 3.2;
- b) describe the mitigation measures proposed to reduce the noise levels as far as practicable, including any options that have been discounted due to cost or any other reason;
- c) provide predicted noise levels for all receivers where the noise levels will not be compliant with the limits in Condition 3.2, including the effect of mitigation specified in 3.5(b);
- d) provide a set of noise limits that are Activity – Specific;
- e) describe the noise monitoring that will be undertaken to determine compliance with the Activity – Specific noise limits; and
- f) describe any additional noise mitigation measures that may be implemented to maintain compliance with Activity Specific noise limits.

3.6 Each 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) subject to agreement with the landowner and occupier, preparation of building

condition reports on 160-178 Surrey Crescent, the 490 and 510 Richmond Road and residences at 24, 26 30, 2/20, 32, 34 and 38 Sackville Street' and 33, 35, 37, 39, and 41 and 42_Tawariki Street prior to, and after completion of works (refer to Appendix 1, 3 Reference maps) This requirement applies where the guideline vibration limits set out in DIN4150 are expected to be exceeded at these properties;

- c) 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 where the guideline vibration limits set out in DIN4150 are expected to be exceeded;
 - d) identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry), along with the details of consultation with the land owners of the sites where the sensitive activities are located and any management measures that will be adopted based on this consultation;
 - e) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed vibration management measures and any feedback received from those stakeholders, along with the vibration management measures that will be adopted based on this consultation;
 - f) methods for monitoring and reporting on construction vibration; and
 - g) methods for receiving and responding to complaints about construction vibration.
- 3.7 Construction activities shall comply with the Guideline vibration limits set out in DIN 4150-3:1999 unless varied in accordance with Condition 3.8.
- 3.8 The Guideline vibration limits set out in DIN4150 must not be exceeded except where the Requiring Authority can demonstrate to the satisfaction of the Council:
- 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, subject to agreement with the landowner and occupier, 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 consulted with the building owner(s) and the outcome of that consultation, including any mitigation measures that will be applied based on this consultation, are reported to Council. ~~obtained the written agreement of the building owner(s), that a higher limit may be applied.~~
- 3.9 Each CNVMP shall be implemented and maintained throughout the entire construction period. Each CNVMP shall be updated when necessary and any updated CNVMP shall be submitted to the Council in accordance with Condition 3.1.

4. Operational Noise

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

Residential

Time	Noise Limit*
0700-2200 hours	50 dB LAeq
2200-0700 hours	40 dB LAeq 75 dB LAmax
Special Purpose – School	
Time	Noise Limit
Monday to Saturday 0700-2200 hours	55 dB LAeq
Sunday 0900-1800 hours	
All other times	40 dB LAeq 75 dB LAmax
Business	
Time	Noise Limit
At all times	60 dB LAeq

***Notes:**

(1) 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.

(2) Noise levels shall be measured and assessed in accordance with New Zealand Standards NZS6801:2008 Acoustics - Measurement of Environmental Sound and NZS6801:2008 Acoustics - Environmental Noise.

5. Traffic Management

5.1 A detailed Construction Traffic Management Plan (CTMP) or plans shall be prepared for the Project or relevant Project stage by a suitably qualified person, in consultation with Auckland Transport and St Pauls College, and submitted as part of the CMP. The purpose of the CTMP is to:

- a) Manage the road transport network for the duration of construction to manage congestion and minimise delays to road users;
- b) Inform the public about traffic management on the road transport network for the duration of construction;
- c) Protect public safety including the safe passage of pedestrians and cyclists;
- d) Maintain pedestrian access to private property at all times;
- e) Provide vehicle access to private property to the greatest extent possible; and
- f) Manage traffic effects from construction yards on adjacent properties.

5.2 The CTMP(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 CTMP(s) shall describe:

- a) Traffic management measures to maintain traffic capacity, and safety, or minimise the impact on traffic capacity during weekdays and weekends;
- b) Measures to ensure that Parawai Crescent is not used by heavy vehicles travelling to or from the site and that all heavy vehicles travelling to the site utilise a left turn only from Richmond Road into Mokau Street.
- c) 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;
- d) Methods to manage the effects of the delivery of construction material, plant and machinery;
- e) Measures to maintain pedestrian access at all times and existing vehicle access to property where practicable, or to provide alternative access arrangements;
- f) Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users on roads and footpaths adjacent to the construction works. Such access shall be safe, clearly identifiable and seek to minimise significant detours;
- g) 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, measures to be implemented to address these issues;
- h) Measures to manage the proposed access to the site should the access be unable to cater for two- way traffic passing at the same time, and in particular to minimise reverse movements and blocking of the road;
- i) The availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This 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 on-street parking;
- j) Means for communicating options to site staff for travel to and from the work site including public transport, walking, cycling and carpooling, for the purpose of minimising demand for on-street parking generated by site staff;
- k) Reconstruction of the residential vehicle crossings to Auckland Transport commercial vehicle crossing standards at 33 and 40 Tawariki Street to provide for heavy vehicle manoeuvring; and.
- l) Methods to ensure public refuse collection can be maintained for all properties.

5.3 The CTMP(s) shall be consistent with the New Zealand Transport Agency Code of Practice for Temporary Traffic Management, which applies at the time of construction.

5.4 Any damage in the road corridor directly caused by heavy vehicles entering or exiting the site shall be repaired as within two weeks or within an alternative timeframe to be agreed with Auckland Transport.

6. Pedestrian Management

- 6.1 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.

7. Work within Road Reserve

- 7.1 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 on-going access, to enable works associated with the routine construction operation, maintenance, upgrade, replacement, urgent repairs and renewal works of existing assets. Furthermore, this exemption to s176 approval does not alleviate the need for Works Over approval from Watercare.
- 7.2 Works within transport corridors shall be undertaken in accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors (November 2011), or any approved update of that code, unless otherwise agreed between the Requiring Authority and the Corridor Manager.

8. Construction Hours

- 8.1 Construction hours shall be as follows, except where work is necessary outside the specified days or hours for the purposes specified in Condition 8.2 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.
 - c) Truck movements – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday. Truck movements shall be managed to avoid, as far as practicable, entering and exiting Mokau Street between 8:15am and 9:15am and 2:45pm and 3:45pm Monday to Friday during school term times for St Paul's College. and Marist School Herne Bay.
- 8.2 Purposes for which work may occur outside of the specified days or hours are:
- a) where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;
 - b) where work is specifically required to be planned to be carried out at certain times;
 - 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 CMP or CTMP.

Where any work is undertaken pursuant to paragraphs (a) – (f), the Requiring Authority shall, within five working days of the commencement of such work, provide a report to Team Leader Compliance Monitoring Central detailing how the work was authorised under those paragraphs.

9. Community Information and Liaison

9.1 The Requiring Authority shall prepare a Communications Plan (CP) for the construction phase of the Project or for each Project stage and submit the plan in accordance with Condition 1.7. The CP shall set out:

- a) the method(s) of consultation and liaison with key stakeholders, including the Catholic Diocese of Auckland, 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;
- c) details of the consultation undertaken with the owners of 39 and 41 Tawariki Street in relation to the proposed landscaping of the site at 44 and 46 Tawariki.
- d) full contact details for the person appointed in accordance with Condition 1.3 to manage the public information system and be the point of contact for related enquiries; and
- e) the information required by Conditions 3.4(g) and (i) and 3.6(e) and (g).

10. Archaeology and Heritage

10.1 If any archaeological material, including human remains are exposed during site work then the Accidental Discovery Protocol according to Standard E12.6.1 of the Auckland Unitary Plan shall apply.

11. Site Reinstatement

11.1 Prior to commencement of works at all surface construction sites, or an alternative timeframe as agreed in writing with the Team Leader Compliance Monitoring Central, the Requiring Authority shall prepare a Reinstatement Plan for the site. The Reinstatement Plan shall be submitted to the Council in accordance with Condition 1.7. The Reinstatement 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 including the design of lid structures and chamber covers including the associated contouring of ground.
- c) The location and design of permanent access to the wastewater infrastructure.
- d) Details of proposed landscaping and planting, including implementation and maintenance programmes.

And shall take into account the following matters:

- e) 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 preferred.
- f) The extent to which the buildings are appropriate to their context and minimise potential adverse effects on the amenity of the surroundings; including the use of visually recessive design, appropriate colours, textures, and modulation.

- g) the configuration of multiple surface elements to minimise their prominence and visual clutter;
- h) site configuration that maximises the use of Crime Prevention Through Environmental Design (CPTED) principles;
- i) The use of building materials which are sufficiently robust and minimise the potential for graffiti and vandalism;
- j) consultation with the owners of 39 and 41 Tawariki Street.

11.2 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 Conditions 12.1.

12 Detailed Landscape Design Drawings, Maintenance Requirements and Implementation

12.1 Prior to the commencement of any work on site, the Requiring Authority shall provide to the Council's Team Leader Compliance Monitoring Central, a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect. The purpose of the detailed landscape drawings and information is to demonstrate that adverse visual and amenity effects arising from the development of permanent features on the site are appropriately mitigated. Particular regard shall be had to:

- a) Adverse visual effects on 35, 37, 39, 38, 40 and 41 and ~~42~~-Tawariki Street;
- b) Adverse effects on the character of the Tawariki Street streetscape; and
- c) The planting at the western embankment on St Paul's College land (183 Richmond Road) to screen views from the east of the site

12.2 The submitted information shall be generally consistent with the approved landscape concept plan(s) (prepared by Boffa Miskell dated April 2019) and shall include the design changes certified through consultation with 39 & 41 Tawariki Street; and at a minimum, shall include the following visual mitigation and planting maintenance measures:

- a) Reinstatement planting on site, including plant type and size, within Tawariki Street road reserve and St Paul's College grounds;
- b) Planting, including plant type and size, along the western and southern boundary to partially screen views from ~~42, 41,~~ 40, 38, 39, ~~and 37 and 35~~ Tawariki Street and provide a vegetated backdrop (on site) for the above ground elements and buildings - specifically the future-proof-planned height of the air vent (8 metres);
- c) Provision of retaining walls, fences, lighting, signage and other structural landscape design elements of a design, material and colour that reflects the treatment of neighbouring residential dwellings.

- d) A landscape maintenance plan (report) and related drawings and specifications for all aspects of the finalised landscape design covering a minimum for 3 years, including in relation to the following requirements: soil preparation, irrigation, watering, drainage, staking, mulching, tree pits and garden bed details, weed removal/spraying and pest control, plant replacement for all plants including specimen trees and climbers which are severely damaged or die for a period of, covering a minimum 3 years, inspection timeframes, contractor responsibilities and ongoing maintenance requirements after contractors approved maintenance period.
- 12.3 The landscape design shall be implemented within the next planting season after completion of works on site, retained and maintained for a minimum three (3) years in accordance with the implementation and maintenance programme, to the satisfaction of Council's Team Leader Monitoring (Central).

Attachment 5
CI20A to correct text

Memo

Date 23 May 2024


To: Phill Reid, Auckland Wide Manager Plans and Places
 From: Lee-Ann Lucas - Senior Policy Planner

Subject: **Plan Modification: Clause 20A error correction to Auckland Unitary Plan (Operative in Part 2016) or Hauraki Gulf Islands District Plan (Operative 2018)**


I seek your approval to correct an error pursuant to clause 20A, schedule 1, Resource Management Act 1991.



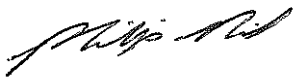
The error relates to an incorrect recording of the date version reference to two reports included in the information provided by the Requiring Authority - Watercare Services Limited in requesting the alteration of Designation 9468 Grey Lynn Tunnel. The decision to approve this alteration was made 30 January 2024 and will be publicly notified consecutively with this clause 20 decision.

You have delegated authority, as a tier four manager, to make a decision to correct an error under clause 20A. Schedule 2A of the Chief Executive’s Delegations Register authorises all powers, functions, and duties under RMA’s first schedule (except clause 17 which cannot be delegated) to tier four positions.

Provision in AUP or HGI District Plan	Schedule K Designations Watercare – Designation 9468 Grey Lynn Tunnel .
Subject site and legal description (if applicable)	42-48 Tawariki Street, Grey Lynn Lots 37, 38, 39 and 40 DP 38075 and road reserve immediately adjacent. 
Nature of error	<p>The recent decision to alter the designation contains an incorrect reference to the version date of two reports prepared by Tonkin and Taylor Limited. During the processing of this request the reports were updated from the October 2022 version to the November 2022 version. This latter version contains updated information to support the request.</p> <p>These reports make up the the AEE report and the Noise and Vibration report (Appendix D). This information has been relied on by the specialists and reporting planner in assessing and recommending on the request. Furthermore, please note that the references to these documents in the relevant discussion in the decision report have been acknowledged by the following statement in Section 4.6.1 - (<i>*It is noted that both these documents have been updated to their November versions and are recorded accordingly.</i>)</p>

	The confirmed alteration correction relates only to the incorrect reference of documents relied on for the approved alteration.
Effect of change	<p>The effects of this correction are neutral as the correct version of these reports were included in the decision making process which involved consulting with affected parties.</p> <p>The alteration was not publicly notified nor processed through Limited Notification. The confirmed alteration correction will not affect the rights of members of the public.</p>
Changes required to be made (text and/or in-text diagrams)	<p>The following changes are sought to the conditions of the altered designation to ensure a correct record of the supporting information provided as part of the request.</p> <p>Condition 1.1</p> <p>b) Notice of Requirement and Assessment of Effects on the Environment, titled “Grey Lynn Tunnel – Alteration to Designation”, prepared by Tonkin + Taylor Ltd, dated October <u>November</u> 2022</p> <p>d) Technical Reports as detailed below:</p> <ul style="list-style-type: none"> • Tawariki St Shaft site relocation: Noise and Vibration - Assessment of change in effects, prepared by Tonkin + Taylor Ltd, dated October <u>November</u> 2022
Changes required to be made (AUP or HGI maps)	There are no changes required of the mapped extent of the designation as a result of these corrections.
Attachments	Attachment 1: Designation 9468Grey Lynn Tunnel text (strikethrough/underline).

Maps prepared by: Geospatial Specialist	Text Entered by: Bronnie Styles Planning Technician
Signature: N/A	Signature: 

<p>Prepared by: Lee-Ann Lucas Senior Policy Planner</p>	<p>Reviewed by: Clare Wall Shaw Team Leader</p>
<p>Signature:</p> 	<p>Signature:</p> 
<p>Decision: I agree to correct the error under clause 20A, schedule 1, RMA 1991 using my delegated authority</p> <p>Phill Reid Manager Planning – Auckland wide Date:28 May 2024</p>	
<p>Signature:</p> 	

9468 Grey Lynn Tunnel

Designation Number	9468
Requiring Authority	Watercare Services Ltd
Location	42, 44, 46, and 48 Tawariki Street, 183 Richmond Road, and Tawariki Street road reserve, Grey Lynn
Lapse Date	10 years from inclusion in the Auckland Unitary Plan, in accordance with section 184(1) of the RMA

Purpose

Construction, operation, and maintenance of wastewater infrastructure.

Conditions

1. General Conditions

- 1.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in accordance with the information provided by the Requiring Authority in the Notice of Requirement dated February 2019, the alteration to the designation dated November 2022 and supporting documents being:
- a) Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Notice of Requirement, Resource Consent Application and Assessment of Environmental Effects" prepared by Jacobs, dated February 2019.
 - b) Notice of Requirement and Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Alteration to Designation", prepared by Tonkin + Taylor Ltd, dated ~~October~~ November 2022.
 - c) Drawings as detailed below:
 - 'Land Requirement Plan Tawariki Street Shaft Site', Rev A by Jacobs, undated.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 1', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 2', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 1', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Site Plan', Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Fence Options, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Section and Elevation Location Plan, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Cross Sections, Rev 0, by Boffa Miskell, dated April 2019.

- 'Grey Lynn Tunnel – Tawariki Street Retaining Wall Elevations, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Panorama View from 39 Tawariki Street – Following Site Reinstatement, Rev 0, by Boffa Miskell, dated April 2019.
 - Tawariki Street – Central Interceptor (DSCIN), 00 Site General Proposed Site Surface Plan No. 2011960.013_B
 - Tawariki Street – Central Interceptor (DSCIN), 00 Site General Earthworks Plan No. 2011960.017_B
- d) Technical Reports as detailed below:
- Ecological Assessment, prepared by Bioreserches Group Ltd, dated 18 February 2019.
 - Archaeological and Historic Heritage Assessment, prepared by Clough & Associates Ltd, dated February 2019.
 - Traffic Impact Assessment, prepared by Commute, dated 21 February 2019.
 - Noise Assessment, prepared by Marshall Day Acoustics, 13 February 2019.
 - Vibration Assessment, prepared by McMillen Jacobs Associates, dated 21 December 2019.
 - Settlement Assessment, prepared by McMillen Jacobs Associates, dated 31 January 2018.
 - Contamination Report, prepared by AECOM, dated 21 February 2019.
 - Visual Impact and Landscape Assessment, prepared by Boffa Miskell Ltd, dated 20 February 2019.
 - Arborist Report, prepared by Greenscene NZ, dated 20 February 2019.
 - Tawariki St Shaft site relocation: Noise and Vibration – Assessment of change in effects, prepared by Tonkin & Taylor Ltd, dated ~~October~~ November 2022.
- e) Section 92 responses dated 18 April and 24 May 2019
- f) Section 92 responses for the alteration dated 17 February, 27 September and 8 December 2023
- 1.2 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 Project and associated structures and activities;
 - c) identify, in consultation with Auckland Transport 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.
- 1.3 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.
- 1.4 The designation shall lapse on the expiry of a period of 10 years after the date on which the last of any appeals on all consents and notices of requirement associated with the Project is withdrawn or determined, or, if no appeals are lodged, the date on which the notices of requirement are included in the AUP in accordance with section 184(1)(c) of the RMA, unless:
- a) it has been given effect 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.
- 1.5 Except as provided for in Condition 1.6 below, the Requiring Authority shall submit an Outline Plan of Works (OPW) for the Project for each of the relevant Project stages in accordance with section 176A of the RMA.
- 1.6 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.
- 1.7 The OPW shall include the following Management Plans, relevant to the stage of works sought for the Project:
- a) Construction Management Plan (CMP);
 - b) Construction Traffic Management Plan;
 - c) Communications Plan;
 - d) Construction Noise and Vibration Management Plan (CNVMP); and
 - e) Site Reinstatement Plan.

2. Construction Management

- 2.1 The Requiring Authority shall prepare Construction Management Plans (CMP) 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 and to

achieve compliance with the specific conditions of this designation that relate to the matters referred to items (c) to (o) of Condition 2.2 below. The CMP(s) shall be submitted to the Council with the relevant OPW for the stage to which they relate.

- 2.2 The CMP(s) required by Condition 2.1 above shall include specific details relating to the management of all construction activities associated with the relevant Project stage, including:
- a) Details of the site or project manager and the construction liaison person identified in Condition 1.3, including their contact details (phone, postal address, email address);
 - b) An outline construction programme;
 - c) The proposed hours of work, including activities that may occur outside the typical working day hours;
 - 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, site access for the contractors yard, 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 and / or other places adjacent to the work site including removal of any unreasonable levels of dust (as determined by the Council's Team Leader Compliance Monitoring Central) deposited on any adjacent dwellings;
 - 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 and for pedestrian management as required by Condition 6.1;
 - 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 (CNVMP) containing measures to address the management of noise and vibration as identified in Condition 3.1;
 - m) Measures for the protection and management of trees as identified in Condition 10.1; and
 - n) Measures to address CPTED issues within and around the site; and
 - o) In relation to the owners of 39 and 41 Tawariki Street, a parking plan will be developed in consultation with the owners that provides parking for the owners of 39 and 41 Tawariki Street either on the road beside the properties or a reasonable alternative as agreed with the owners prior to the works commencing.

p) Fences and walls in the 1 per cent annual exceedance probability (AEP) floodplain must be designed to allow for the passage of flood waters up to 300mm in depth

2.3 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. The CMP or any specific component of the CMP shall be updated as necessary and provided to the Council in accordance with Condition 2.1.

3. Construction Noise and Vibration

3.1 A Construction Noise and Vibration Management Plan (CNVMP) either as part of the CMP, or as a standalone plan, shall be prepared by a suitably qualified person, and shall be submitted to the Council with the OPW to which it relates. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option ('BPO') for management of all construction noise and vibration effects and to define the procedures to be followed when full compliance with the construction noise and vibration standards of Conditions 3.2 to 3.9 are not met following adoption of the BPO.

3.2 Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise, and shall comply with the following noise limits, unless varied in accordance with Condition 3.5:

Time and Day	Noise Limits	
	L _{Aeq} dB	L _{Amax} dB
Monday to Saturday 0730 – 1800	70	85
At All Other Times and Public Holidays	45	75

3.3 Construction works which exceed a level of LAeq 45dB at the most exposed receiver(s) are restricted to between 0730 to 1800 on weekdays and Saturdays, with no noisy works permitted on Sundays and Public Holidays. Each CNVMP shall define which activities will comply with a limit of LAeq 45dB and can therefore be undertaken outside of these hours in compliance with Condition 8.1.

3.4 Each CNVMP shall, in demonstrating compliance with Condition 3.2, 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 would occur;
- d) physical noise mitigation measures, including prohibiting the use of tonal reverse alarms, 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;

- f) the identification of activities and locations that will require the design of specific noise mitigation measures;
- g) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed noise management measures and any feedback received from those stakeholders, along with the noise management measures that will be adopted based on this consultation;
- h) methods for monitoring and reporting on construction noise;
- i) methods for receiving and responding to complaints about construction noise; and
- j) construction operator training procedures.

- 3.5 Where a CNVMP predicts that noise levels from a particular activity will or will likely exceed the noise limits set out in Condition 3.2, or where noise measurements show that compliance is not being achieved, the Requiring Authority shall prepare and submit for the certification of the Council an Activity Specific Construction Noise Management Plan (ASCNMP). The ASCNMP(s) shall be submitted to the Council for review and approval at least 7 working days prior to the proposed works commencing.

Works subject to the ASCNMP(s) shall not commence until certification is received from the Council. If monitoring shows that levels specified in an ASCNMP are being exceeded, work generating the exceedance shall stop and not recommence until further mitigation is implemented in accordance with an amended ASCNMP certified by the Council.

In addition to the requirements of Condition 3.4, an ASCNMP must:

- a) describe the activity (including duration), plant and machinery that is expected not to comply with the noise limits in Condition 3.2;
- b) describe the mitigation measures proposed to reduce the noise levels as far as practicable, including any options that have been discounted due to cost or any other reason;
- c) provide predicted noise levels for all receivers where the noise levels will not be compliant with the limits in Condition 3.2, including the effect of mitigation specified in 3.5(b);
- d) provide a set of noise limits that are Activity – Specific;
- e) describe the noise monitoring that will be undertaken to determine compliance with the Activity – Specific noise limits; and
- f) describe any additional noise mitigation measures that may be implemented to maintain compliance with Activity Specific noise limits.

- 3.6 Each 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) subject to agreement with the landowner and occupier, preparation of building condition reports on 160-178 Surrey Crescent, the 490 and 510 Richmond Road and residences

at 24, 26 30, 2/20, 32, 34 and 38 Sackville Street' and 33, 35, 37, 39, and 41 Tawariki Street prior to, and after completion of works (refer to Appendix 1, 3 Reference maps)
 This requirement applies where the guideline vibration limits set out in DIN4150 are expected to be exceeded at these properties;

- c) 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 where the guideline vibration limits set out in DIN4150 are expected to be exceeded;
 - d) identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry), along with the details of consultation with the land owners of the sites where the sensitive activities are located and any management measures that will be adopted based on this consultation;
 - e) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed vibration management measures and any feedback received from those stakeholders, along with the vibration management measures that will be adopted based on this consultation;
 - f) methods for monitoring and reporting on construction vibration; and
 - g) methods for receiving and responding to complaints about construction vibration.
- 3.7 Construction activities shall comply with the Guideline vibration limits set out in DIN 4150-3:1999 unless varied in accordance with Condition 3.8.
- 3.8 The Guideline vibration limits set out in DIN4150 must not be exceeded except where the Requiring Authority can demonstrate to the satisfaction of the Council:
- 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, subject to agreement with the landowner and occupier, 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 consulted with the building owner(s) and the outcome of that consultation, including any mitigation measures that will be applied based on this consultation, are reported to Council.
- 3.9 Each CNVMP shall be implemented and maintained throughout the entire construction period. Each CNVMP shall be updated when necessary and any updated CNVMP shall be submitted to the Council in accordance with Condition 3.1.

4. Operational Noise

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

Residential	
Time	Noise Limit*

0700-2200 hours	50 dB LAeq
2200-0700 hours	40 dB LAeq 75 dB LAmax
Special Purpose – School	
Time	Noise Limit
Monday to Saturday 0700-2200 hours	55 dB LAeq
Sunday 0900-1800 hours	
All other times	40 dB LAeq 75 dB LAmax
Business	
Time	Noise Limit
At all times	60 dB LAeq

***Notes:**

(1) 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.

(2) Noise levels shall be measured and assessed in accordance with New Zealand Standards NZS6801:2008 Acoustics - Measurement of Environmental Sound and NZS6801:2008 Acoustics - Environmental Noise.

5. Traffic Management

- 5.1 A detailed Construction Traffic Management Plan (CTMP) or plans shall be prepared for the Project or relevant Project stage by a suitably qualified person, in consultation with Auckland Transport and St Pauls College, and submitted as part of the CMP. The purpose of the CTMP is to:
- a) Manage the road transport network for the duration of construction to manage congestion and minimise delays to road users;
 - b) Inform the public about traffic management on the road transport network for the duration of construction;
 - c) Protect public safety including the safe passage of pedestrians and cyclists;
 - d) Maintain pedestrian access to private property at all times;
 - e) Provide vehicle access to private property to the greatest extent possible; and
 - f) Manage traffic effects from construction yards on adjacent properties.
- 5.2 The CTMP(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 CTMP(s) shall describe:

- a) Traffic management measures to maintain traffic capacity, and safety, or minimise the impact on traffic capacity during weekdays and weekends;
 - b) Measures to ensure that Parawai Crescent is not used by heavy vehicles travelling to or from the site and that all heavy vehicles travelling to the site utilise a left turn only from Richmond Road into Mokau Street.
 - c) 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;
 - d) Methods to manage the effects of the delivery of construction material, plant and machinery;
 - e) Measures to maintain pedestrian access at all times and existing vehicle access to property where practicable, or to provide alternative access arrangements;
 - f) Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users on roads and footpaths adjacent to the construction works. Such access shall be safe, clearly identifiable and seek to minimise significant detours;
 - g) 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, measures to be implemented to address these issues;
 - h) Measures to manage the proposed access to the site should the access be unable to cater for two- way traffic passing at the same time, and in particular to minimise reverse movements and blocking of the road;
 - i) The availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This 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 on-street parking;
 - j) Means for communicating options to site staff for travel to and from the work site including public transport, walking, cycling and carpooling, for the purpose of minimising demand for on-street parking generated by site staff;
 - k) Reconstruction of the residential vehicle crossings to Auckland Transport commercial vehicle crossing standards at 33 and 40 Tawariki Street to provide for heavy vehicle manoeuvring; and.
 - l) Methods to ensure public refuse collection can be maintained for all properties.
- 5.3 The CTMP(s) shall be consistent with the New Zealand Transport Agency Code of Practice for Temporary Traffic Management, which applies at the time of construction.
- 5.4 Any damage in the road corridor directly caused by heavy vehicles entering or exiting the site shall be repaired as within two weeks or within an alternative timeframe to be agreed with Auckland Transport.

6. Pedestrian Management

- 6.1 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.

7. Work within Road Reserve

- 7.1 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 on-going access, to enable works associated with the routine construction operation, maintenance, upgrade, replacement, urgent repairs and renewal works of existing assets. Furthermore, this exemption to s176 approval does not alleviate the need for Works Over approval from Watercare.
- 7.2 Works within transport corridors shall be undertaken in accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors (November 2011), or any approved update of that code, unless otherwise agreed between the Requiring Authority and the Corridor Manager.

8. Construction Hours

- 8.1 Construction hours shall be as follows, except where work is necessary outside the specified days or hours for the purposes specified in Condition 8.2 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.
 - c) Truck movements – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday. Truck movements shall be managed to avoid, as far as practicable, entering and exiting Mokau Street between 8:15am and 9:15am and 2:45pm and 3:45pm Monday to Friday during school term times for St Paul's College. and Marist School Herne Bay.
- 8.2 Purposes for which work may occur outside of the specified days or hours are:
- a) where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;
 - b) where work is specifically required to be planned to be carried out at certain times;
 - 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 CMP or CTMP.

Where any work is undertaken pursuant to paragraphs (a) – (f), the Requiring Authority shall, within five working days of the commencement of such work, provide a report to Team Leader Compliance Monitoring Central detailing how the work was authorised under those paragraphs.

9. Community Information and Liaison

9.1 The Requiring Authority shall prepare a Communications Plan (CP) for the construction phase of the Project or for each Project stage and submit the plan in accordance with Condition 1.7. The CP shall set out:

- a) the method(s) of consultation and liaison with key stakeholders, including the Catholic Diocese of Auckland, 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;
- c) details of the consultation undertaken with the owners of 39 and 41 Tawariki Street in relation to the proposed landscaping of the site at 44 and 46 Tawariki.
- d) full contact details for the person appointed in accordance with Condition 1.3 to manage the public information system and be the point of contact for related enquiries; and
- e) the information required by Conditions 3.4(g) and (i) and 3.6(e) and (g).

10. Archaeology and Heritage

10.1 If any archaeological material, including human remains are exposed during site work then the Accidental Discovery Protocol according to Standard E12.6.1 of the Auckland Unitary Plan shall apply.

11. Site Reinstatement

11.1 Prior to commencement of works at all surface construction sites, or an alternative timeframe as agreed in writing with the Team Leader Compliance Monitoring Central, the Requiring Authority shall prepare a Reinstatement Plan for the site. The Reinstatement Plan shall be submitted to the Council in accordance with Condition 1.7. The Reinstatement 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 including the design of lid structures and chamber covers including the associated contouring of ground.
- c) The location and design of permanent access to the wastewater infrastructure.
- d) Details of proposed landscaping and planting, including implementation and maintenance programmes.

And shall take into account the following matters:

- e) 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 preferred.
- f) The extent to which the buildings are appropriate to their context and minimise potential adverse effects on the amenity of the surroundings; including the use of visually recessive design, appropriate colours, textures, and modulation.
- g) the configuration of multiple surface elements to minimise their prominence and visual clutter;

- h) site configuration that maximises the use of Crime Prevention Through Environmental Design (CPTED) principles;
 - i) The use of building materials which are sufficiently robust and minimise the potential for graffiti and vandalism;
 - j) consultation with the owners of 39 and 41 Tawariki Street.
- 11.2 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 Conditions 12.1.

12 Detailed Landscape Design Drawings, Maintenance Requirements and Implementation

- 12.1 Prior to the commencement of any work on site, the Requiring Authority shall provide to the Council's Team Leader Compliance Monitoring Central, a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect. The purpose of the detailed landscape drawings and information is to demonstrate that adverse visual and amenity effects arising from the development of permanent features on the site are appropriately mitigated. Particular regard shall be had to:
- a) Adverse visual effects on 35, 37, 39, 38, 40 and 41 Tawariki Street;
 - b) Adverse effects on the character of the Tawariki Street streetscape; and
 - c) The planting at the western embankment on St Paul's College land (183 Richmond Road) to screen views from the east of the site
- 12.2 The submitted information shall be generally consistent with the approved landscape concept plan(s) (prepared by Boffa Miskell dated April 2019) and shall include the design changes certified through consultation with 39 & 41 Tawariki Street; and at a minimum, shall include the following visual mitigation and planting maintenance measures:
- a) Reinstatement planting on site, including plant type and size, within Tawariki Street road reserve and St Paul's College grounds;
 - b) Planting, including plant type and size, along the western and southern boundary to partially screen views from 41, 40, 38, 39, 37 and 35 Tawariki Street and provide a vegetated backdrop (on site) for the above ground elements and buildings - specifically the future-proof-planned height of the air vent (8 metres);
 - c) Provision of retaining walls, fences, lighting, signage and other structural landscape design elements of a design, material and colour that reflects the treatment of neighbouring residential dwellings.

- d) A landscape maintenance plan (report) and related drawings and specifications for all aspects of the finalised landscape design covering a minimum for 3 years, including in relation to the following requirements: soil preparation, irrigation, watering, drainage, staking, mulching, tree pits and garden bed details, weed removal/spraying and pest control, plant replacement for all plants including specimen trees and climbers which are severely damaged or die for a period of, covering a minimum 3 years, inspection timeframes, contractor responsibilities and ongoing maintenance requirements after contractors approved maintenance period.
- 12.3 The landscape design shall be implemented within the next planting season after completion of works on site, retained and maintained for a minimum three (3) years in accordance with the implementation and maintenance programme, to the satisfaction of Council's Team Leader Monitoring (Central).

Attachment 6
Watercare Services Ltd Central Schedule and
Designation 9468 Grey Lynn Tunnel
updated text (Clean)

Designation Schedule - Watercare Services Ltd (2/3)

Central

Number	Purpose	Location
9400	Wastewater purposes - pump station and associated structures	36 Westmere Park Avenue (Westmere Park), Westmere
9401	Wastewater purposes - pump station and associated structures	44-66 West End Road (Cox's Bay Reserve at the end of Nottingham Street), Herne Bay
9402	Wastewater purposes - pump station and associated structures	Farnham Street (road reserve adjoining 106 St Georges Bay Road), Parnell
9403	Withdrawn	
9404	Wastewater purposes - pump station and associated structures	10B Harbour View Road, Point Chevalier
9405	Wastewater purposes - pump station and associated structures	Wainui Avenue (road reserve adjoining No. 76), Point Chevalier
9406	Wastewater purposes - pump station and associated structures	Oliver Street (road reserve across from Lynch Street), Point Chevalier
9407	Wastewater purposes - pump station and associated structures	Wright Road (road reserve adjoining No. 47), Point Chevalier
9408	Water supply purposes - above ground reservoir and associated structures	7 Hereford Street, Freemans Bay
9409	Water supply purposes - reservoirs, pump station and associated structures	230-250 Symonds Street, Grafton
9410	Water supply purposes - reservoir	20 Park Road (Auckland Domain), Grafton
9411	Wastewater purposes - pump station and associated structures	20 Park Road (Auckland Domain), Grafton
9412	Wastewater purposes - pump station and associated structures	2-30 Shore Road (Thomas Bloodworth Park), Remuera
9413	Wastewater purposes - pump station and associated structures	34-40 Reihana Street, Orakei
9414	Wastewater purposes - pump station and associated structures	6 Baddeley Avenue (Madills Farm), Kohimarama
9415	Wastewater purposes - pump station and associated structures	20-22 Roberta Avenue (Roberta Reserve), Glendowie
9416	Wastewater purposes - siphon chamber	32 Saunders Place, Avondale
9417	Water supply purposes - reservoirs and associated structures	250 Mt Eden Road (Mt Eden Domain), Mt Eden
9418	Water supply purposes - reservoirs and associated structures	181-225 Remuera Road (Mt Hobson Domain), Remuera
9419	Water supply purposes - reservoir and associated structures	15-39 College Road, St Johns
9420	Water supply purposes - reservoir and associated structures	27 La Veta Avenue, Mount Albert
9421	Wastewater purposes - pump station and associated structures	La Veta Avenue (road reserve adjoining No. 13 and 15), Mount Albert
9422	Wastewater Purposes - Overflow Apron	End of Morning Star Place and 30-36 Alberton Avenue (near Roy Clement Walkway), Mount Albert

9423	Water supply purposes - reservoir and associated structures	181-225 Remuera Road (Mt Hobson Domain), Remuera
9424	Wastewater purposes - pump station and associated structures	40 Maybury Street (Maybury Rserve), Point England
9425	Wastewater purposes - pump station and associated structures	192A Riverside Avenue (Riverside Reserve), Point England
9426	Wastewater purposes – storage tank and associated structures.	Point England Reserve, 254 Point England Road, Point England
9427	Water supply purposes - reservoir and associated structures	113A Duke Street (Big King Reserve), Three Kings
9428	Water supply purposes - reservoir and associated structures	670 Manukau Road (One Tree Hill Domain), Epsom
9429	Water supply purposes - reservoir and associated structures	670 Manukau Road (One Tree Hill Domain), Epsom
9430	Water supply purposes - reservoirs, pump station and associated structures	197-211 Green Lane West (Cornwall Park), Epsom
9431	Water supply purposes - reservoir and associated structures	197-211 Green Lane West (Cornwall Park), Epsom
9432	Water supply purposes - reservoirs, pump station and associated structures	197-211 Green Lane West (Cornwall Park), Epsom
9433	Wastewater purposes - pump station and associated structures	100 Ireland Road (Panmure Basin Foreshore), Panmure
9434	Water supply purposes - reservoir and associated structures	32-66 Mountain Road (Mt Wellington Domain), Mount Wellington
9435	Water supply purposes - reservoir and associated structures	32-66 Mountain Road (Mt Wellington Domain), Mount Wellington
9436	Wastewater purposes - pump station and associated structures	32B Miranda Street (Miranda Reserve), Avondale
9437	Water supply purposes - reservoir and associated structures	1109 Dominion Road (Winstone Park), Mount Roskill
9438	Wastewater purposes - pump station and associated structures	20 Bowden Road, Mount Wellington
9439	Wastewater purposes - pump station and associated structures	19 Commodore Drive, Lynfield
9440	Wastewater purposes - pump station and associated structures	39 Fredrick Street, Hillsborough
9441	Wastewater purposes - pump station and associated structures	30 and 30A Alfred Street, Onehunga
9442	Water supply purposes - water treatment plant	2 Spring Street and Rowe Street (road reserve adjacent to 2 Spring Street), Onehunga
9443	Water Supply purposes - supply well, pump station and associated structures	81-87 Church Street (corner Pearce Street and Upper Municipal Place), Onehunga
9444	Water Supply purposes - supply well, pump station and associated structures	26 Upper Municipal Place, Onehunga
9445	Water Supply purposes - supply well, pump station and associated structures	Lower Municipal Place (road reserve adjoining 37-39 Selwyn Street), Onehunga
9447	Withdrawn	
9448	Wastewater purposes - pump station and associated structures	5A Miami Parade, Onehunga

9449	Wastewater purposes - pump station and associated structures	343 Neilson Street, Te Papapa
9450	Wastewater purposes - siphon chamber, pump station and associated structures	1018A-C Great South Road, Mount Wellington
9451	Wastewater purposes - pump station and associated structures	15-21 and 23A -23B Bell Avenue, Mount Wellington
9452	Wastewater purposes - siphon chamber and associated structures	23A-B Saleyards Road, Otahuhu
9453	Wastewater purposes - pump station and associated structures	20 Saleyards Road, Otahuhu
9454	Wastewater purposes - pump station and associated structures	Luke Street East (road reserve adjoining No. 137), Otahuhu
9455	Wastewater purposes - pump station and associated structures	Portage Road (road reserve adjoining No. 4-12), Otahuhu
9456	Water supply purposes - valve chamber and associated structures	13 Cracroft Street, Otahuhu
9457	Wastewater purposes - pump station and associated structures	2 Alten Road and Churchill Street (road reserve) and Constitution Hill (road reserve), Auckland Central
9458	Wastewater purposes - pump station and associated structures	Hardinge Street (road reserve between 120 and 136-142 Fanshaw Street), Auckland Central
9459	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	43 Wingate Street, Avondale
9460	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	11, 11A, 13 and 13A Waterbank Crescent, Waterview(part of) Waterview Reserve
9461	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	Howlett and Waterview Walkway, Waterview (part of) Waterview Reserve
9462	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	Seaside Reserve, Waterview, 21 Seaside Avenue and Seaside Avenue (in part)
9463	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	Alan Wood Reserve, New Windsor
9464	Wastewater Purposes, Combined Sewer Overflow (CSO) Collector Sewers.	Moa Reserve, Point Chevalier
9465	Wastewater purposes - Storage Tank	6 Baddeley Avenue, Kohimarama. Madills Farm Recreation Reserve (in part).
9466	Construction, operation and maintenance of wastewater infrastructure	From Western Springs to Mangere Wastewater Treatment Plan
9467	Wastewater pump station	31-79 Daldy Street, Wynyard and adjacent road reserve of Daldy Street and Pakenham Street West
9468	Grey Lynn Tunnel	42, 44, 46, and 48 Tawariki Street, 183 Richmond Road, and Tawariki Street road reserve, Grey Lynn

9468 Grey Lynn Tunnel

Designation Number	9468
Requiring Authority	Watercare Services Ltd
Location	42, 44, 46, and 48 Tawariki Street, 183 Richmond Road, and Tawariki Street road reserve, Grey Lynn
Lapse Date	10 years from inclusion in the Auckland Unitary Plan, in accordance with section 184(1) of the RMA

Purpose

Construction, operation, and maintenance of wastewater infrastructure.

Conditions

1. General Conditions

1.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in accordance with the information provided by the Requiring Authority in the Notice of Requirement dated February 2019, the alteration to the designation dated November 2022 and supporting documents being:

- a) Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Notice of Requirement, Resource Consent Application and Assessment of Environmental Effects" prepared by Jacobs, dated February 2019.
- b) Notice of Requirement and Assessment of Effects on the Environment, titled "Grey Lynn Tunnel – Alteration to Designation", prepared by Tonkin + Taylor Ltd, dated November 2022.
- c) Drawings as detailed below:
 - 'Land Requirement Plan Tawariki Street Shaft Site', Rev A by Jacobs, undated.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 1', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 2', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel Western Springs to Tawariki Street Plan and Profile Sheet 1', Rev 0, by Watercare, dated 20 Feb 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Site Plan', Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Fence Options, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Section and Elevation Location Plan, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Cross Sections, Rev 0, by Boffa Miskell, dated April 2019.

- 'Grey Lynn Tunnel – Tawariki Street Retaining Wall Elevations, Rev 0, by Boffa Miskell, dated April 2019.
 - 'Grey Lynn Tunnel – Tawariki Street Panorama View from 39 Tawariki Street – Following Site Reinstatement, Rev 0, by Boffa Miskell, dated April 2019.
 - Tawariki Street – Central Interceptor (DSCIN), 00 Site General Proposed Site Surface Plan No. 2011960.013_B
 - Tawariki Street – Central Interceptor (DSCIN), 00 Site General Earthworks Plan No. 2011960.017_B
- d) Technical Reports as detailed below:
- Ecological Assessment, prepared by Bioreserches Group Ltd, dated 18 February 2019.
 - Archaeological and Historic Heritage Assessment, prepared by Clough & Associates Ltd, dated February 2019.
 - Traffic Impact Assessment, prepared by Commute, dated 21 February 2019.
 - Noise Assessment, prepared by Marshall Day Acoustics, 13 February 2019.
 - Vibration Assessment, prepared by McMillen Jacobs Associates, dated 21 December 2019.
 - Settlement Assessment, prepared by McMillen Jacobs Associates, dated 31 January 2018.
 - Contamination Report, prepared by AECOM, dated 21 February 2019.
 - Visual Impact and Landscape Assessment, prepared by Boffa Miskell Ltd, dated 20 February 2019.
 - Arborist Report, prepared by Greenscene NZ, dated 20 February 2019.
 - Tawariki St Shaft site relocation: Noise and Vibration – Assessment of change in effects, prepared by Tonkin & Taylor Ltd, dated November 2022.
- e) Section 92 responses dated 18 April and 24 May 2019
- f) Section 92 responses for the alteration dated 17 February, 27 September and 8 December 2023
- 1.2 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 Project and associated structures and activities;
 - c) identify, in consultation with Auckland Transport 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.
- 1.3 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.
- 1.4 The designation shall lapse on the expiry of a period of 10 years after the date on which the last of any appeals on all consents and notices of requirement associated with the Project is withdrawn or determined, or, if no appeals are lodged, the date on which the notices of requirement are included in the AUP in accordance with section 184(1)(c) of the RMA, unless:
- a) it has been given effect 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.
- 1.5 Except as provided for in Condition 1.6 below, the Requiring Authority shall submit an Outline Plan of Works (OPW) for the Project for each of the relevant Project stages in accordance with section 176A of the RMA.
- 1.6 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.
- 1.7 The OPW shall include the following Management Plans, relevant to the stage of works sought for the Project:
- a) Construction Management Plan (CMP);
 - b) Construction Traffic Management Plan;
 - c) Communications Plan;
 - d) Construction Noise and Vibration Management Plan (CNVMP); and
 - e) Site Reinstatement Plan.

2. Construction Management

- 2.1 The Requiring Authority shall prepare Construction Management Plans (CMP) 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 and to

achieve compliance with the specific conditions of this designation that relate to the matters referred to items (c) to (o) of Condition 2.2 below. The CMP(s) shall be submitted to the Council with the relevant OPW for the stage to which they relate.

- 2.2 The CMP(s) required by Condition 2.1 above shall include specific details relating to the management of all construction activities associated with the relevant Project stage, including:
- a) Details of the site or project manager and the construction liaison person identified in Condition 1.3, including their contact details (phone, postal address, email address);
 - b) An outline construction programme;
 - c) The proposed hours of work, including activities that may occur outside the typical working day hours;
 - 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, site access for the contractors yard, 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 and / or other places adjacent to the work site including removal of any unreasonable levels of dust (as determined by the Council's Team Leader Compliance Monitoring Central) deposited on any adjacent dwellings;
 - 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 and for pedestrian management as required by Condition 6.1;
 - 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 (CNVMP) containing measures to address the management of noise and vibration as identified in Condition 3.1;
 - m) Measures for the protection and management of trees as identified in Condition 10.1; and
 - n) Measures to address CPTED issues within and around the site; and
 - o) In relation to the owners of 39 and 41 Tawariki Street, a parking plan will be developed in consultation with the owners that provides parking for the owners of 39 and 41 Tawariki Street either on the road beside the properties or a reasonable alternative as agreed with the owners prior to the works commencing.

p) Fences and walls in the 1 per cent annual exceedance probability (AEP) floodplain must be designed to allow for the passage of flood waters up to 300mm in depth

2.3 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. The CMP or any specific component of the CMP shall be updated as necessary and provided to the Council in accordance with Condition 2.1.

3. Construction Noise and Vibration

3.1 A Construction Noise and Vibration Management Plan (CNVMP) either as part of the CMP, or as a standalone plan, shall be prepared by a suitably qualified person, and shall be submitted to the Council with the OPW to which it relates. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option ('BPO') for management of all construction noise and vibration effects and to define the procedures to be followed when full compliance with the construction noise and vibration standards of Conditions 3.2 to 3.9 are not met following adoption of the BPO.

3.2 Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise, and shall comply with the following noise limits, unless varied in accordance with Condition 3.5:

Time and Day	Noise Limits	
	L _{Aeq} dB	L _{Amax} dB
Monday to Saturday 0730 – 1800	70	85
At All Other Times and Public Holidays	45	75

3.3 Construction works which exceed a level of LAeq 45dB at the most exposed receiver(s) are restricted to between 0730 to 1800 on weekdays and Saturdays, with no noisy works permitted on Sundays and Public Holidays. Each CNVMP shall define which activities will comply with a limit of LAeq 45dB and can therefore be undertaken outside of these hours in compliance with Condition 8.1.

3.4 Each CNVMP shall, in demonstrating compliance with Condition 3.2, 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 would occur;
- d) physical noise mitigation measures, including prohibiting the use of tonal reverse alarms, 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;

- f) the identification of activities and locations that will require the design of specific noise mitigation measures;
 - g) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed noise management measures and any feedback received from those stakeholders, along with the noise management measures that will be adopted based on this consultation;
 - h) methods for monitoring and reporting on construction noise;
 - i) methods for receiving and responding to complaints about construction noise; and
 - j) construction operator training procedures.
- 3.5 Where a CNVMP predicts that noise levels from a particular activity will or will likely exceed the noise limits set out in Condition 3.2, or where noise measurements show that compliance is not being achieved, the Requiring Authority shall prepare and submit for the certification of the Council an Activity Specific Construction Noise Management Plan (ASCNMP). The ASCNMP(s) shall be submitted to the Council for review and approval at least 7 working days prior to the proposed works commencing.

Works subject to the ASCNMP(s) shall not commence until certification is received from the Council. If monitoring shows that levels specified in an ASCNMP are being exceeded, work generating the exceedance shall stop and not recommence until further mitigation is implemented in accordance with an amended ASCNMP certified by the Council.

In addition to the requirements of Condition 3.4, an ASCNMP must:

- a) describe the activity (including duration), plant and machinery that is expected not to comply with the noise limits in Condition 3.2;
 - b) describe the mitigation measures proposed to reduce the noise levels as far as practicable, including any options that have been discounted due to cost or any other reason;
 - c) provide predicted noise levels for all receivers where the noise levels will not be compliant with the limits in Condition 3.2, including the effect of mitigation specified in 3.5(b);
 - d) provide a set of noise limits that are Activity – Specific;
 - e) describe the noise monitoring that will be undertaken to determine compliance with the Activity – Specific noise limits; and
 - f) describe any additional noise mitigation measures that may be implemented to maintain compliance with Activity Specific noise limits.
- 3.6 Each 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) subject to agreement with the landowner and occupier, preparation of building condition reports on 160-178 Surrey Crescent, the 490 and 510 Richmond Road and residences

at 24, 26 30, 2/20, 32, 34 and 38 Sackville Street' and 33, 35, 37, 39, and 41 Tawariki Street prior to, and after completion of works (refer to Appendix 1, 3 Reference maps)
 This requirement applies where the guideline vibration limits set out in DIN4150 are expected to be exceeded at these properties;

- c) 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 where the guideline vibration limits set out in DIN4150 are expected to be exceeded;
 - d) identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry), along with the details of consultation with the land owners of the sites where the sensitive activities are located and any management measures that will be adopted based on this consultation;
 - e) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed vibration management measures and any feedback received from those stakeholders, along with the vibration management measures that will be adopted based on this consultation;
 - f) methods for monitoring and reporting on construction vibration; and
 - g) methods for receiving and responding to complaints about construction vibration.
- 3.7 Construction activities shall comply with the Guideline vibration limits set out in DIN 4150-3:1999 unless varied in accordance with Condition 3.8.
- 3.8 The Guideline vibration limits set out in DIN4150 must not be exceeded except where the Requiring Authority can demonstrate to the satisfaction of the Council:
- 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, subject to agreement with the landowner and occupier, 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 consulted with the building owner(s) and the outcome of that consultation, including any mitigation measures that will be applied based on this consultation, are reported to Council.
- 3.9 Each CNVMP shall be implemented and maintained throughout the entire construction period. Each CNVMP shall be updated when necessary and any updated CNVMP shall be submitted to the Council in accordance with Condition 3.1.

4. Operational Noise

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

Residential	
Time	Noise Limit*

0700-2200 hours	50 dB LAeq
2200-0700 hours	40 dB LAeq 75 dB LAmax
Special Purpose – School	
Time	Noise Limit
Monday to Saturday 0700-2200 hours	55 dB LAeq
Sunday 0900-1800 hours	
All other times	40 dB LAeq 75 dB LAmax
Business	
Time	Noise Limit
At all times	60 dB LAeq

***Notes:**

(1) 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.

(2) Noise levels shall be measured and assessed in accordance with New Zealand Standards NZS6801:2008 Acoustics - Measurement of Environmental Sound and NZS6801:2008 Acoustics - Environmental Noise.

5. Traffic Management

5.1 A detailed Construction Traffic Management Plan (CTMP) or plans shall be prepared for the Project or relevant Project stage by a suitably qualified person, in consultation with Auckland Transport and St Pauls College, and submitted as part of the CMP. The purpose of the CTMP is to:

- a) Manage the road transport network for the duration of construction to manage congestion and minimise delays to road users;
- b) Inform the public about traffic management on the road transport network for the duration of construction;
- c) Protect public safety including the safe passage of pedestrians and cyclists;
- d) Maintain pedestrian access to private property at all times;
- e) Provide vehicle access to private property to the greatest extent possible; and
- f) Manage traffic effects from construction yards on adjacent properties.

5.2 The CTMP(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 CTMP(s) shall describe:

- a) Traffic management measures to maintain traffic capacity, and safety, or minimise the impact on traffic capacity during weekdays and weekends;
 - b) Measures to ensure that Parawai Crescent is not used by heavy vehicles travelling to or from the site and that all heavy vehicles travelling to the site utilise a left turn only from Richmond Road into Mokau Street.
 - c) 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;
 - d) Methods to manage the effects of the delivery of construction material, plant and machinery;
 - e) Measures to maintain pedestrian access at all times and existing vehicle access to property where practicable, or to provide alternative access arrangements;
 - f) Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users on roads and footpaths adjacent to the construction works. Such access shall be safe, clearly identifiable and seek to minimise significant detours;
 - g) 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, measures to be implemented to address these issues;
 - h) Measures to manage the proposed access to the site should the access be unable to cater for two- way traffic passing at the same time, and in particular to minimise reverse movements and blocking of the road;
 - i) The availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This 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 on-street parking;
 - j) Means for communicating options to site staff for travel to and from the work site including public transport, walking, cycling and carpooling, for the purpose of minimising demand for on-street parking generated by site staff;
 - k) Reconstruction of the residential vehicle crossings to Auckland Transport commercial vehicle crossing standards at 33 and 40 Tawariki Street to provide for heavy vehicle manoeuvring; and.
 - l) Methods to ensure public refuse collection can be maintained for all properties.
- 5.3 The CTMP(s) shall be consistent with the New Zealand Transport Agency Code of Practice for Temporary Traffic Management, which applies at the time of construction.
- 5.4 Any damage in the road corridor directly caused by heavy vehicles entering or exiting the site shall be repaired as within two weeks or within an alternative timeframe to be agreed with Auckland Transport.

6. Pedestrian Management

- 6.1 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.

7. Work within Road Reserve

- 7.1 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 on-going access, to enable works associated with the routine construction operation, maintenance, upgrade, replacement, urgent repairs and renewal works of existing assets. Furthermore, this exemption to s176 approval does not alleviate the need for Works Over approval from Watercare.
- 7.2 Works within transport corridors shall be undertaken in accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors (November 2011), or any approved update of that code, unless otherwise agreed between the Requiring Authority and the Corridor Manager.

8. Construction Hours

- 8.1 Construction hours shall be as follows, except where work is necessary outside the specified days or hours for the purposes specified in Condition 8.2 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.
 - c) Truck movements – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday. Truck movements shall be managed to avoid, as far as practicable, entering and exiting Mokau Street between 8:15am and 9:15am and 2:45pm and 3:45pm Monday to Friday during school term times for St Paul's College. and Marist School Herne Bay.
- 8.2 Purposes for which work may occur outside of the specified days or hours are:
- a) where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;
 - b) where work is specifically required to be planned to be carried out at certain times;
 - 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 CMP or CTMP.

Where any work is undertaken pursuant to paragraphs (a) – (f), the Requiring Authority shall, within five working days of the commencement of such work, provide a report to Team Leader Compliance Monitoring Central detailing how the work was authorised under those paragraphs.

9. Community Information and Liaison

9.1 The Requiring Authority shall prepare a Communications Plan (CP) for the construction phase of the Project or for each Project stage and submit the plan in accordance with Condition 1.7. The CP shall set out:

- a) the method(s) of consultation and liaison with key stakeholders, including the Catholic Diocese of Auckland, 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;
- c) details of the consultation undertaken with the owners of 39 and 41 Tawariki Street in relation to the proposed landscaping of the site at 44 and 46 Tawariki.
- d) full contact details for the person appointed in accordance with Condition 1.3 to manage the public information system and be the point of contact for related enquiries; and
- e) the information required by Conditions 3.4(g) and (i) and 3.6(e) and (g).

10. Archaeology and Heritage

10.1 If any archaeological material, including human remains are exposed during site work then the Accidental Discovery Protocol according to Standard E12.6.1 of the Auckland Unitary Plan shall apply.

11. Site Reinstatement

11.1 Prior to commencement of works at all surface construction sites, or an alternative timeframe as agreed in writing with the Team Leader Compliance Monitoring Central, the Requiring Authority shall prepare a Reinstatement Plan for the site. The Reinstatement Plan shall be submitted to the Council in accordance with Condition 1.7. The Reinstatement 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 including the design of lid structures and chamber covers including the associated contouring of ground.
- c) The location and design of permanent access to the wastewater infrastructure.
- d) Details of proposed landscaping and planting, including implementation and maintenance programmes.

And shall take into account the following matters:

- e) 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 preferred.
- f) The extent to which the buildings are appropriate to their context and minimise potential adverse effects on the amenity of the surroundings; including the use of visually recessive design, appropriate colours, textures, and modulation.
- g) the configuration of multiple surface elements to minimise their prominence and visual clutter;

- h) site configuration that maximises the use of Crime Prevention Through Environmental Design (CPTED) principles;
 - i) The use of building materials which are sufficiently robust and minimise the potential for graffiti and vandalism;
 - j) consultation with the owners of 39 and 41 Tawariki Street.
- 11.2 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 Conditions 12.1.

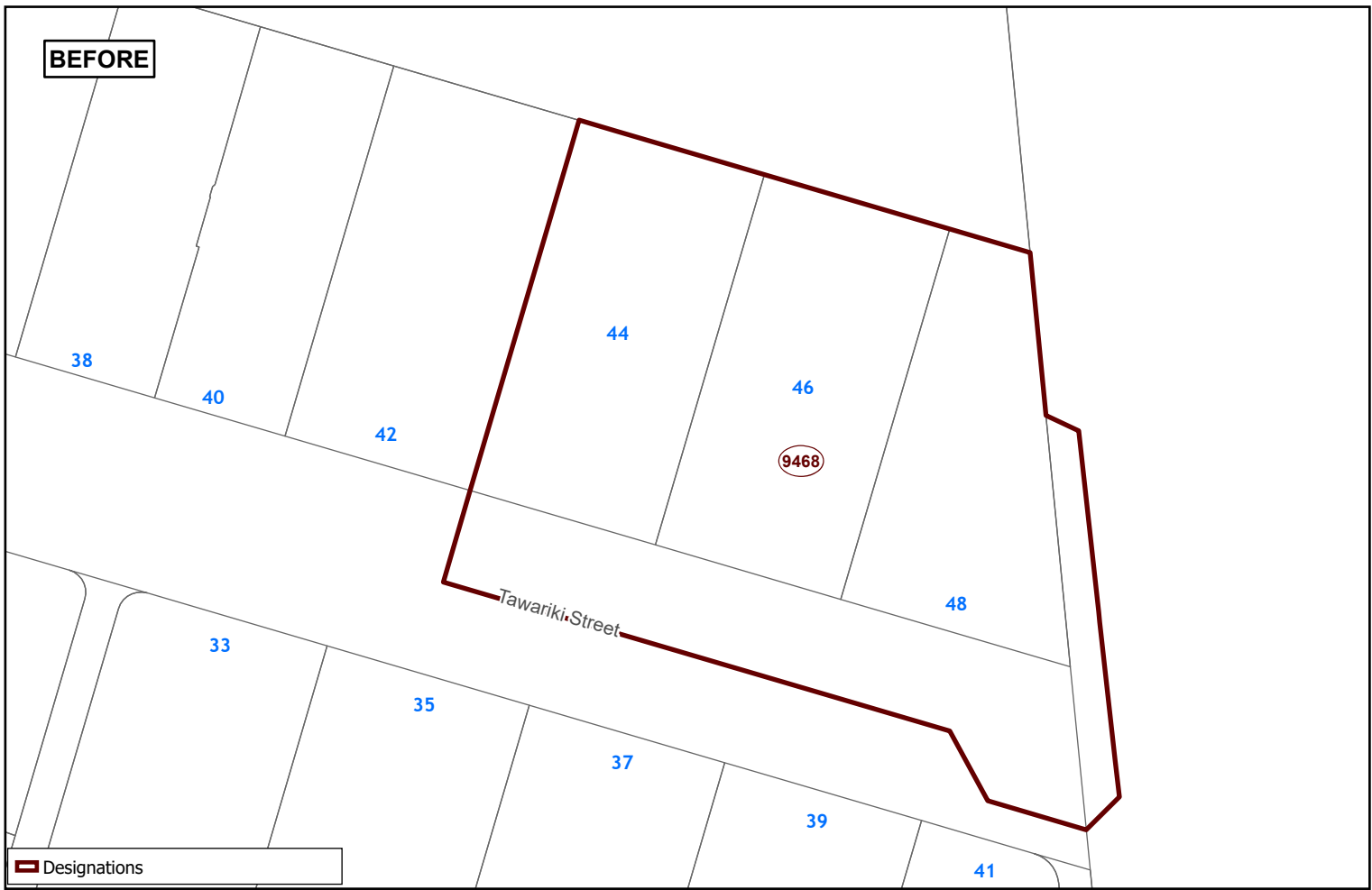
12 Detailed Landscape Design Drawings, Maintenance Requirements and Implementation

- 12.1 Prior to the commencement of any work on site, the Requiring Authority shall provide to the Council's Team Leader Compliance Monitoring Central, a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect. The purpose of the detailed landscape drawings and information is to demonstrate that adverse visual and amenity effects arising from the development of permanent features on the site are appropriately mitigated. Particular regard shall be had to:
- a) Adverse visual effects on 35, 37, 39, 38, 40 and 41 Tawariki Street;
 - b) Adverse effects on the character of the Tawariki Street streetscape; and
 - c) The planting at the western embankment on St Paul's College land (183 Richmond Road) to screen views from the east of the site
- 12.2 The submitted information shall be generally consistent with the approved landscape concept plan(s) (prepared by Boffa Miskell dated April 2019) and shall include the design changes certified through consultation with 39 & 41 Tawariki Street; and at a minimum, shall include the following visual mitigation and planting maintenance measures:
- a) Reinstatement planting on site, including plant type and size, within Tawariki Street road reserve and St Paul's College grounds;
 - b) Planting, including plant type and size, along the western and southern boundary to partially screen views from 41, 40, 38, 39, 37 and 35 Tawariki Street and provide a vegetated backdrop (on site) for the above ground elements and buildings - specifically the future-proof-planned height of the air vent (8 metres);
 - c) Provision of retaining walls, fences, lighting, signage and other structural landscape design elements of a design, material and colour that reflects the treatment of neighbouring residential dwellings.

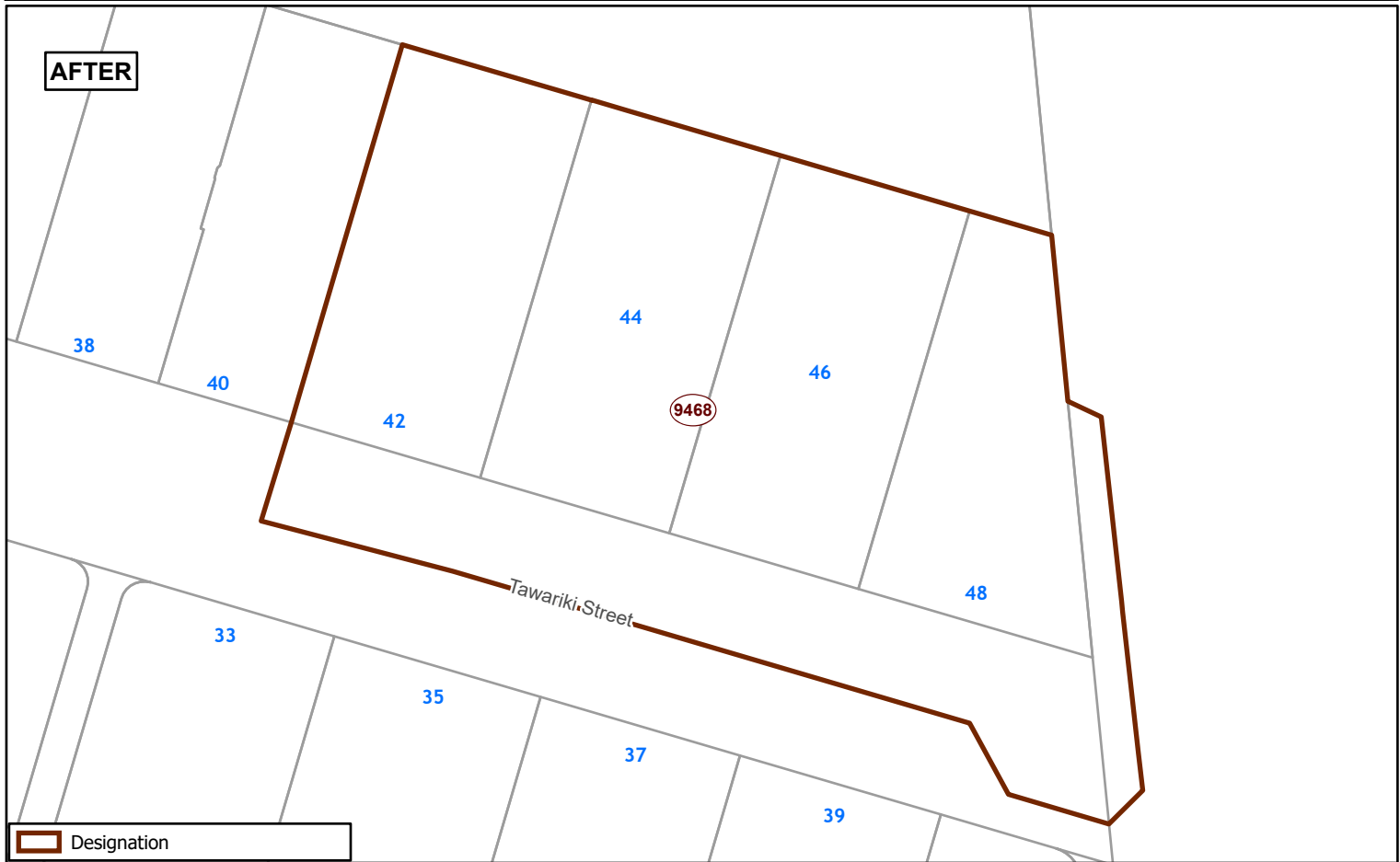
- d) A landscape maintenance plan (report) and related drawings and specifications for all aspects of the finalised landscape design covering a minimum for 3 years, including in relation to the following requirements: soil preparation, irrigation, watering, drainage, staking, mulching, tree pits and garden bed details, weed removal/spraying and pest control, plant replacement for all plants including specimen trees and climbers which are severely damaged or die for a period of, covering a minimum 3 years, inspection timeframes, contractor responsibilities and ongoing maintenance requirements after contractors approved maintenance period.
- 12.3 The landscape design shall be implemented within the next planting season after completion of works on site, retained and maintained for a minimum three (3) years in accordance with the implementation and maintenance programme, to the satisfaction of Council's Team Leader Monitoring (Central).

Attachment 6
Updated GIS Viewer

BEFORE



AFTER



Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 1/05/2024

**Designation ID 9468
Extended to include 42 Tawariki Street,
Grey Lynn and road reserve**



Plans and Places