

TO Celia Davison, Manager Central South

FROM Elisabeth Laird, Senior Policy Planner

DATE 19 August 2024





SUBJECT **Update requested to the Auckland Unitary Plan (Operative in Part 2016) (AUP): Alteration to Designation 2500-6 CRL 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 City Rail Link Limited (CRL)
Designation only	
Designation # 2500-6	City Rail Link
Locations:	This designation is located generally between New North Road, Mt Eden Road and Boston Road in the north and the NAL in the south. It also includes land located on the southern side and adjacent to the NAL between Normandy Road and Mt Eden Road, and to the immediate east and west of Porters Avenue.
Lapse Date	Given effect to
Purpose	2500-6: A surface designation for the construction, operation and maintenance of the CRL – including the rail tunnels and connections required to join the CRL to the North Auckland Railway Line (NAL).
Changes to text (shown in underline and strikethrough)	The alteration seeks to amend the following conditions of the original designation (Refer Attachment 1 – Recommendation report): <ul style="list-style-type: none">• Amend Condition 30.1(d) to enable staged closures of parts of Nikau Street for the purpose of enabling public realm (streetscape) reinstatement and utility installation works.• Amend Condition 3.01(e) to enable staged restricted access to MediaWorks site for the purpose of enabling public realm (streetscape) reinstatement and utility installation works.• Amend Condition 30.1(f) for the purpose of correcting an error.
Changes to diagrams	No change
Changes to spatial data	No change
Attachments	Attachment 1: Recommendation report – Notice of requirement for a minor alteration to a designation under section 181(3) of the RMA. Attachment 2: Notice of requirement to alter a designation in the Auckland Unitary Plan (Operative in Part) for works associated with the

	<p>City Rail Link (CRL) being an alteration to CRL Designation 6 (Auckland Unitary Plan reference 2500-6): AEE and supporting documents</p> <p>Attachment 3: Section 92 responses</p> <p>Attachment 4: City Rail Link Limited Schedule and Designation 2500-6 Updated Text (underline/strikethrough)</p> <p>Attachment 5: City Rail Link Limited Schedule and Designation 2500-6 Updated Text (clean)</p>
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<p>Authorised by: Celia Davison Manager Planning – Central South</p>	
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Attachment 1: Recommendation report – Notice of requirement for a minor alteration to a designation under section 181(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:	2500-6 CRL – Mt Eden Station
Description:	A surface designation for the construction, operation and maintenance of the CRL – including the rail tunnels and connections required to join the CRL to the North Auckland Railway Line (NAL). This designation is located generally between New North Road, Mt Eden Road and Boston Road in the north and the NAL in the south. It also includes land located on the southern side and adjacent to the NAL between Normandy Road and Mt Eden Road, and to the immediate east and west of Porters Avenue
Requiring authority:	City Rail Link Limited
Site address:	Along Nikau Street, and at the intersections of Nikau Street with Ruru Street, Korari Street and Flower Street

Summary

Auckland Council has received a request from City Rail Link Limited (**CRLL**) under section 181(3) of the Resource Management Act 1991 (**RMA**), dated 18 June 2024, to alter Designation 2500-6 CRL – Mt Eden Station.

The NoR is for the alteration of conditions 30.1 (d) and (e) of designation 2500-6 for the purpose of enabling public realm (streetscape) reinstatement and utility installation works along Nikau Street, and for the alteration of condition 30.1(f) for the purpose of correcting an error.

It is considered after undertaking an assessment of the notice, that the proposed alteration meets the statutory tests of section 181(3) of the RMA and can therefore be processed and confirmed as a minor alteration.

Recommendation

1. That the proposed alteration of Designation 2500-6 CRL – Mt Eden Station in the Auckland Unitary Plan be confirmed, subject to the conditions recommended in Section 4 of this report for the following reasons:
 - a. the alteration involves no more than minor changes to the effects on the environment associated with the use of the land;

- b. written agreements have been obtained from those directly affected; and
 - c. both the requiring authority and Auckland Council agree with the alteration;
2. That conditions 30.1(d), (e), and (f) of Designation 2500-6 are altered in Chapter K Designations in the Auckland Unitary Plan.

1. Background

1.1. Minor alteration to a designation

Auckland Council has received a notice of requirement (**NoR**) for an alteration to “Designation 2500-6 CRL – Mt Eden Station” from CRL under section 181(3) of the RMA.

The NoR is for the alteration of conditions 30.1 (d) and (e) of designation 2500-6 for the purpose of enabling public realm (streetscape) reinstatement and utility installation works along Nikau Street, and for the alteration of condition 30.1(f) for the purpose of correcting an error.

Designation conditions 30.1(d), (e) and (f) currently require the following for the construction works of CRL within the Works Area:

- d) Access will be maintained to Nikau Street at all times by at least one lane (minimum 3m), and two lanes on Nikau Street between Flower and Korari Streets. Access to sites within Flower Street and Korari Street is to be retained, from Nikau Street or New North Road, at all times;
- e) Construction works will be undertaken to ensure two-way access is maintained at all times for vehicles to all accessways to the MediaWorks site including staff and visitors’ cars, trucks and service vehicles;
- f) Providing for traffic to turn right out of Ruru Street to reduce any congestion (particularly at peak times) resulting from not being able to travel via Nikau Street to the traffic lights at Flower Street and New North Road.

The utility and streetscape reinstatement works proposed by CRL require the full closure of portions of Nikau Street during various stages of the work programme. The works are anticipated to last approximately six to seven months in total. These closures are in conflict with condition 30.1(d).

The works also require reduced access to the MediaWorks site for approximately 2.5 months, which is in conflict with condition 30.1(e).

The NoR recognises that maintaining a full vehicle access through Nikau Street at all times is not feasible while undertaking the proposed works. A staged approach to the works and amendments of conditions 30.1(d) and 30.1(e) has been proposed to manage congestion and to maintain on-going vehicle access to private properties throughout the varying stages of works.

Additionally, the NoR seeks to amend condition 30.1(f) in order to correct an error. The condition currently refers to the traffic lights at “Flower Street and New North Road”, however this should read as “Korari Street and New North Road”.

1.2. Land affected by the alteration

The land affected by the alteration to the designation is located within the extent of CRL designation 2500-6 and slightly outside the designation boundary along Nikau Street, and at the intersections of Nikau Street with Ruru Street, Korari Street and Flower Street. This land is shown in Figures 1 and 2 below:

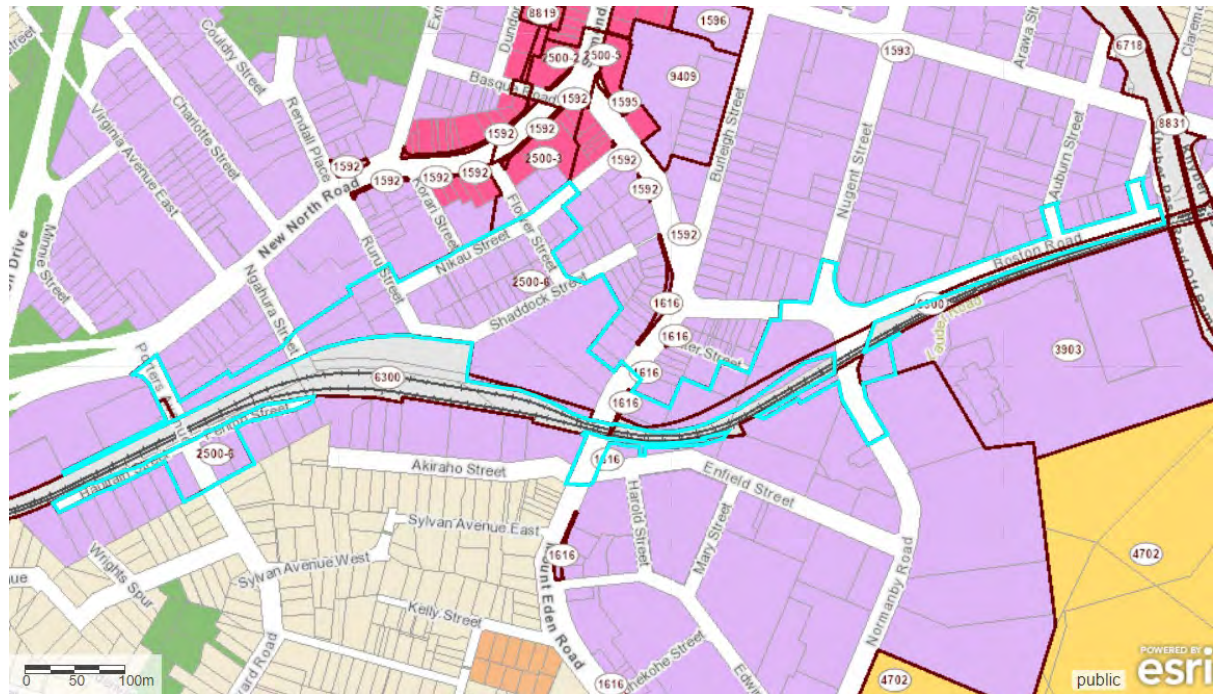


Figure 1: Designation 2500-6 CRL (selected in blue). Source: Auckland Council GIS.

The specific works area is shown in Figure 2 below:



Figure 2: Approximate extent of the Works Area. Source: NoR AEE, page 6.

1.3. Description of the site and existing environment

The land impacted by the works is within the block bounded by New North Road, Mt Eden Road and North Auckland Railway Line (NAL), which is primarily commercial including office buildings, storage buildings, car mechanics, and apartment accommodation, residential properties and parking buildings.

As seen in Figure 2, there are two prominent commercial / office buildings in the area which are: City Storage located on 10 Ruru Street with vehicle access provided from Nikau Street, and Warner Bros Discovery (previously MediaWorks) located on 3 Flower Street with vehicle access provided from Nikau Street and Flower Street.



Figure 3: Land use and transport context. Extent of designation 2500-6 shown in blue.
Source: Auckland Council GIS.

1.4. Delegated authority

The Manager – Planning Central South has delegated authority, in accordance with Schedule 2A of the Auckland Council Chief Executive’s Delegations Register (updated July 2024), to exercise the council’s functions, powers, duties and discretions under the Resource Management Act 1991 in relation to section 181(3).

The NoR can therefore be considered by the Manager – Planning Central South and confirmed or declined under section 181(3)(c).

1.5. Relevant statutory provisions

Section 181 “Alteration of designation” of the Resource Management Act 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.*

2. Analysis of the proposed alteration

The relevant matters to consider are contained in section 181(3) of the RMA as outlined above.

2.1. Assessment of Environmental effects (s181(3)(a)(i))

The requiring authority has provided an assessment of environmental effects (AEE) with the NoR. The following effects have been considered:

Positive effects:

The alteration to the designation will enable the requiring authority to efficiently and effectively re-instate utilities and the streetscape.

Amendment of Conditions 30.1(d) and (e) will provide certainty that access to private properties located adjacent to Ruru Street, Nikau Street, Korari Street as well as to the MediaWorks / Warner Bros Discovery site will be maintained during the entire duration of these proposed reinstatement works through a staged approach.

Amendment to Condition 30.1(f) will rectify the incorrect wording of the condition to accurately locate the existing traffic lights on the intersection of Korari Street and New North Road. This amendment will help readers to understand the intention of the condition in the AUP.

Transport effects:

The requestor notes that the transport effects originally identified in the CRL NoR remain the same with respect to this alteration to designation application, and that the proposed alteration provides an opportunity to better manage construction impacts on private access.

It is also noted that closing a portion of Nikau Street during construction works as specified by the proposed Condition 30.1(d) may require use of a less direct route for

vehicles to access and exit from private properties along Nikau Street, Ruru Street, Korari Street and Flower Street.

The requiring authority considers that the proposed alteration to the designation involves no more than minor changes to the effects on the environment.

Assessment

On behalf of council, a transport effects assessment was undertaken by Gary Black of Harrison Grierson.

Additional transport information was requested from CRRL, including tracking curves for a 10.3m refuse truck. The tracking curves provided were for a 10.5m refuse truck. Both truck lengths are referenced in Mr Black's assessment.

Mr Black's conclusions are set out below.

- HG considers the Notice of Requirements and the alterations to designation Conditions 30.1(d), Condition 30.1(e) and Condition 30.1(f) are required for the purpose of undertaking construction works on Nikau Street. The alteration to the text of the designation Conditions achieves the necessary requirements sought by the Link Alliance from a traffic and construction perspective.
- The Requests for Information and the response from the Link Alliance sufficiently addresses HG concerns relating to visibility at Ruru Street.
- The additional vehicle tracking provided by Link Alliance associated with 10.5m refuse truck undertaking a three point turn on Ruru Street, Korari Street and Flower Street have addressed the request for information.
- HG is of the opinion that there are two or three properties that are affected by the vehicle tracking undertaken by the 10.3m refuse truck:
 - 98-110 New North Road, Eden Terrace which operates as the car park for the Link Alliance Office.
 - 52 New North Road, Eden Terrace and 46-48 New North Road, Eden Terrace.
- It is therefore recommended that property owner/occupier approval is obtained for these properties. HG considers to be a more a planning matter than a traffic issue.

I rely on Mr Black's assessment regarding the transport effects of the proposed alteration to designation and proposed works. I agree that the alterations to designation Conditions 30.1(d), 30.1(e) and 30.1(f) are required for the purpose of undertaking construction works on Nikau Street.

I agree with the requiring authority that the proposed works and proposed alterations to conditions involves no more than minor changes to the effects on the environment.

Directly affected land assessment

Regarding the issue of directly affected land, I have undertaken a planning assessment and:

- I agree with the requiring authority AEE that 3 Flower Street and the basement of 10 Ruru Street are directly affected as their site access will be affected throughout the proposed works.
- In my opinion, the properties at 98-110 New North Road, 52 New North Road and 46–48 New North Road, where driveways are proposed to be used to enable refuse trucks to turn around, are not directly affected. This is because the proposed works will not be blocking these properties driveways and their use as a turnaround for refuse trucks will only be for a very short time on a weekly basis. As per the traffic management plans, CRL traffic controllers will be on site to assist with the movement if required. I consider that any effects on the access to those properties will be less than minor.
- I also note that the refuse trucks may use other driveways for turning movements during the proposed works period. As discussed above, the effects on access to any driveway used will be less than minor, and so those sites are not considered to be directly affected.

2.2. Assessment of minor changes or adjustments to the boundary (s181(3)(a)(ii))

The alteration to the designation does not involve any changes to the boundary of the existing designation.

2.3. 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 requiring authority has given written notice to City Storage (owner/occupier of the basement of 10 Ruru Street), Flower Street LP (owner of 3 Flower Street), and Warner Bros Discovery (occupier of 3 Flower Street). Their agreement has been provided and is appended as part of Attachment B.

As discussed in Section 2.1 above, these properties have been identified as directly affected land because their access is affected by the proposed works.

2.4. 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 minor changes to the environmental effects
- The owners and/or occupiers of all land directly affected by the proposed alteration have been given notice and agree with the proposed alteration
- Adherence with the recommended conditions will ensure any potential adverse effects are avoided, remedied or mitigated.

3. CONCLUSIONS AND RECOMMENDATIONS

3.1. Conclusions

The proposed alteration meets the statutory tests of Section 181(3) of the Resource Management Act 1991, in that:

- The alteration involves no more than minor changes to the environmental effects.
- The owners and occupiers of all land directly affected agree with the alteration.
- The council and the requiring authority agree with the alteration.

3.2. Recommendation

1. That pursuant to Section 181(3) of the Resource Management Act 1991, CRL's notice of requirement for an alteration to Designation 2500-6 CRL – Mt Eden Station is **confirmed** subject to the amended conditions recommended in Section 5 of this report.
2. That Designation 2500-6 CRL – Mt Eden Station is amended in Chapter K Designations in the Auckland Unitary Plan Operative in part as recommended in Section 4 of this report.

4. Agreed alterations

The text alterations are shown below. Amendments are shown as either strikethrough or underlined.

2500 City Rail Link

Designation Number 2500

Requiring Authority City Rail Link Limited (CRL)

Location Various locations

Rollover Designation No

Lapse Date Given effect to (i.e. no lapse date)

Purpose

City Rail Link (CRL

...

Designation 6

30.1 To achieve the objective in Condition 25, the following measures shall be implemented:

- a. The retention of at least two traffic lanes (one in either direction) on Mt Eden Road during the construction of the replacement Mt Eden Road Bridge;
- b. During the closure of the Normanby Road level crossing to construct the grade separated crossing, the Mt Eden Road and Normanby Road intersection shall be signalised and a second traffic lane shall be provided on the Boston Road approach to its intersection with Mt Eden Road intersection. Additionally, the no parking restrictions on Boston Road shall be extended along the length of Boston Road and considered for any adjacent local roads to facilitate through traffic;
- c. A temporary pedestrian crossing (over the rail line) at Normanby Road is to be provided for the period of the temporary closure of the Normanby Road connection;
- d. In the event that ~~A~~ access ~~will~~ cannot be maintained to Nikau Street at all times by at least one lane (minimum 3m), and two lanes on Nikau Street between Flower and Korari Streets, access to at least a section of Nikau Street is to be retained at any stage of works. Access to sites within Flower Street and Korari Street is to be retained, from Nikau Street or New North Road, at all times;
- e. Construction works will be undertaken to ensure two-way access is maintained at all times for vehicles to ~~all~~ at least one accessways to the MediaWorks site including staff and visitors' cars, trucks and service vehicles;
- f. Providing for traffic to turn right out of Ruru Street to reduce any congestion (particularly at peak times) resulting from not being able to travel via Nikau Street to the traffic lights at ~~Flower~~ Korari Street and New North Road;

Report Prepared by:

Date: 14 August 2024

Elisabeth Laird

Senior Policy Planner


5. SECTION 181(3) DETERMINATION

Having read the council planner's report and recommendations on the notice or 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 2500-6 CRL – Mt Eden Station is confirmed under section 181(3) of the RMA as agreed and set out in section 4 of this report.

Name: Celia Davison

Title: Manager – Planning Central South

Signed: 

Date: 16 August 2024

SCHEDULE OF ATTACHMENTS

- Attachment A:** Notice of requirement to alter a designation in the Auckland Unitary Plan (Operative in Part) for works associated with the City Rail Link (CRL) being an alteration to CRL Designation 6 (Auckland Unitary Plan reference 2500-6): **AEE**
- Attachment B:** Notice of requirement to alter a designation in the Auckland Unitary Plan (Operative in Part) for works associated with the City Rail Link (CRL) being an alteration to CRL Designation 6 (Auckland Unitary Plan reference 2500-6): **Supporting documents**

Attachment 2: Notice of requirement to alter a designation in the Auckland Unitary Plan (Operative in Part) for works associated with the City Rail Link (CRL) being an alteration to CRL Designation 6 (Auckland Unitary Plan reference 2500-6): **AEE and supporting documents**

āurecon

City Rail Link

In association with:

M

**MOTT
MACDONALD**

Jasmax

ARUP

Assessment of Environmental Effects Section 181(3) Minor Alteration to Designation for Temporary Construction Works along Nikau Street

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Application Form

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Integrated Transport Assessment

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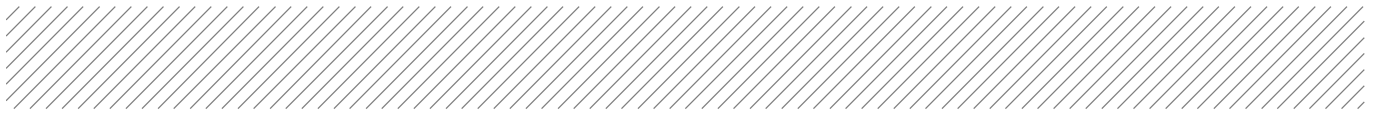


Figure 5 Traffic circulation within the Works Area. Source: CRL Nikau Street Integrated Transport Assessment, May 2024 (Appendix B) 8

Figure 6 TMP Stage 1. Source: Drawings Set (Appendix C) 10

Figure 7 TMP Stage 2. Source: Drawings Set (Appendix C) 11

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Figure 9 TMP Stage 3. Source: Drawings Set (Appendix C) 13

Figure 10 TMP Stage 4. Source: Drawings Set (Appendix C) 14

Figure 11 Sites impacted by the Proposal from transport perspective shown in green. Source: CRL Nikau Street Integrated Transport Assessment, May 2024 (Appendix B) 17

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1 Introduction

City Rail Link Limited (CRL) gives notice of a requirement (NoR) to alter Designation 2500 City Rail Link (Condition Number 30: Transport and Property Access: Additional Requirements (NAL Area) Designation 6 (Designation 2500-6)) in the Auckland Unitary Plan Operative in Part (AUP). The NoR is set out in the prescribed form in **Appendix A**. This Assessment of Environmental Effects (AEE) accompanies and forms part of the NoR. The alteration to CRL designation Condition 30 is required to facilitate the ongoing construction activities in Nikau Street (between Ruru Street and Flower Street, which include the intersection between Nikau Street and Ruru Street / Korari Street / Flower Street) to complete construction of the CRL project. The proposed CRL construction works along Nikau Street (hereinafter referred to as “the Proposal”) are set out below:

- Deep trench excavation works to install the permanent alignment of network utilities within the road; and
- Permanent reinstatement of the public realm (streetscape) including new road and footpath pavements.

The NoR is submitted as a minor alteration to CRL Designation 2500-6 in accordance with section 181(3) of the Resource Management Act 1991 (RMA).

1.1 Background

1.1.1 CRL Project

The CRL project comprises the construction, operation and maintenance of a 3.4km underground passenger railway, running between Britomart Station and the North Auckland Rail Line in the vicinity of Mt Eden station (see Figure 1). The project is authorised and provided for by Designation 2500 in the AUP, for which CRL is the requiring authority.

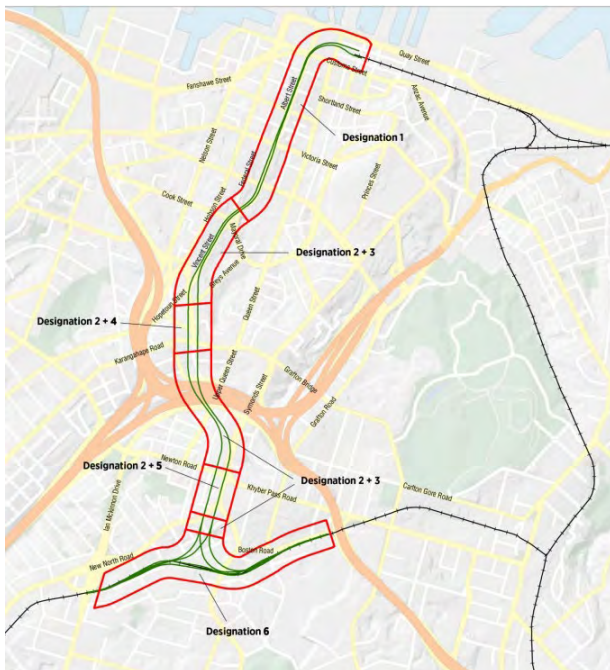


Figure 1 Designations Overview Map. Source: Auckland Unitary Plan Operative in Part

1.1.2 Designation Conditions

Designation 2500 contains a number of traffic management related conditions, intended to manage the impact of construction of the CRL on the surrounding transport network. Condition 25.1 requires the preparation of a Transport Access and Parking Delivery Work Plan (TAP DWP) as a means of managing the adverse effects of CRL construction. The objective of the TAP DWP is to as far as is reasonably practicable, avoid, remedy or mitigate the adverse effects of construction on transport, parking and property access by:

- (a) Managing the road transport network for the duration of construction by adopting the best practicable option to manage congestion;*
- (b) Maintaining pedestrian access to private property at all times; and*
- (c) Providing on-going vehicle access to private property to the greatest extent possible.*

Condition 25 specifies the content of a TAP DWP which includes provision for consideration of alternative routes where temporary road lane reductions, closures or detours are proposed and how congestion and advance notice will be managed¹.

To further manage construction traffic impacts, Condition 30 specifies measures to be implemented in the area of the proposed works, which is generally between New North Road, Mt Eden Road and Boston Road in the north and the North Auckland Railway Line (NAL) in the south, to achieve the objective of Condition 25. Some of these measures are intended to manage transport and property access in the area when local roads of Ruru Street, Nikau Street, Korari Street and Flower Street are closed to enable CRL construction activities. Conditions 30.1 (d), (e) and (f) are relevant to the Proposal as set out below:

- (d) Access will be maintained to Nikau Street at all times by at least one lane (minimum 3m), and two lanes on Nikau Street between Flower and Korari Streets. Access to sites within Flower Street and Korari Street is to be retained, from Nikau Street or New North Road, at all times;*
- (e) Construction works will be undertaken to ensure two-way access is maintained at all times for vehicles to all accessways to the MediaWorks site² including staff and visitors' cars, trucks and service vehicles;*
- (f) Providing for traffic to turn right out of Ruru Street to reduce any congestion (particularly at peak times) resulting from not being able to travel via Nikau Street to the traffic lights at Flower Street and New North Road³*

Condition 30(d) and (f) were included as part of the CRL NoR condition set to address matters discussed in the evidence in chief of Ian Clark⁴, dated 2 July 2013 where it is noted:

- (b) Pedestrian and cycle access to private property is to be maintained at all times, and vehicle access is to be generally maintained, particularly referring to New North Road, Ruru Street, Korari Street, Flower Street, Nikau Street, Ngahura Street, Porters Avenue, Mount Eden Road, Normanby Road, Boston Road, Nugent Street, and Shaddock Street (condition 20 (b));*

¹ Condition 25.3(e)

² MediaWorks site is now occupied by Warner Bros Discovery

³ The wording for this condition is incorrect. The traffic signals are on Korari Street, not Flower Street.

⁴ CRL Notice of Requirement hearing evidence, Ian Clark

(c) Landowners and occupiers are to be given advance notice of any temporary road closures or diversions;

(d) Consideration is to be given to traffic turning right out from Ruru Street onto New North Road.

1.1.3 Maungawhau Station Architecture and Public Realm Reinstatement 2021

The Maungawhau Station architecture and Public Realm Reinstatement (PRR) works are authorised by Outline Plan of Works (OPW) 60391638 and construction is currently underway.

The OPW comprised the construction of the Maungawhau Station entrances and concourses, ventilation building, Fenton Street overbridge, Ruru Street and Nikau Street extensions, as well as utilities and streetscape reinstatement of Nikau Street, Ruru Street, Fenton Street, Ngahura Street, Flower Street, Shaddock Street, Mt Eden Road, Normanby Road, Boston Road and Nugent Street.

A TAP DWP was prepared in alignment with the Designation Conditions set out in Section 1.1.2 to support this OPW.

As construction progressed, unforeseen utility locations meant that Nikau Street vehicle lanes needs to be closed in stages to reinstate utilities in their permanent locations and to complete PRR works. The works no longer meet all current Designation Conditions. This section 181(3) NoR therefore relates to the Proposal that require an alteration to the current Designation Conditions.

1.1.4 Proposed Traffic Management Plan

A five-stage traffic management plan (TMP) has been prepared for the Proposal, with Stage 1 currently being implemented. The five stages of the TMP consist of the following:

- Lane closures on Nikau Street with an impact on the adjacent Ruru Street, Korari Street and Flower Street;
- Lane closures will alternate throughout the different stages of the TMP; and
- Duration of the proposed works will last approximately six to seven months until completion.

Details of the five-stage TMP for the Proposal are contained in Section 3 of this AEE.

1.2 Requiring authority

In accordance with the NZ Gazette notice 2017-go4110 confirming CRLL as a requiring authority pursuant to section 167 of the RMA, the purpose of CRLL is as follows:

“City Rail Link Limited is hereby approved as a requiring authority, under section 167 of the Resource Management Act 1991, for the construction, operation, maintenance, replacement, upgrade and improvement of its network utility operation, which is the City Rail Link in Auckland and its associated and ancillary structures, works and activities.”

CRLL was confirmed as a requiring authority on 10 August 2017. While the CRL Designation 2500 was confirmed by the Environment Court as a designation under the financial responsibility of Auckland Transport (AT) on 10 November 2015, this responsibility has been transferred to CRLL via

Auckland Council (AC) in accordance with section 47(3) of the Local Government (Auckland Council) Act 2009. This transfer was completed on 12 October 2017. Table 1 to follow provides the designation and requiring authority details.

Table 1 CRL Designation 2500

CRL Designation 2500	
Requiring Authority	City Rail Link Limited
Location	Various
Lapse date	Given effect to (i.e. no lapse date)
Purpose (Designation 2500-6)	A surface designation for the construction, operation and maintenance of the CRL – including the rail tunnels and connections required to join the CRL to the North Auckland Railway Line (NAL). This designation is located generally between New North Road, Mt Eden Road and Boston Road in the north and the NAL in the south. It also includes land located on the southern side and adjacent to the NAL between Normandy Road and Mt Eden Road, and to the immediate east and west of Porters Avenue.

2 Existing Environment

2.1 Site and Locality

Condition 30 of Designation 2500-6 related to the area between New North Road, Mt Eden Road and Boston Road in the north and the North Auckland Railway Line (NAL) in the south. Condition 30.1, while intended to support the objective of the TAP DWP (i.e. as is reasonably practicable, avoid, remedy or mitigate the adverse effects of construction on transport, parking and property access), focusses specifically on NAL area, which is generally between New North Road, Mt Eden Road and Boston Road in the north and the NAL in the south.

In the context of the proposed works to complete CRL construction works in this area, the site and locality are identified in Figure 2. The specific streets subject to Proposal (hereinafter referred to as “the Works Area”) are shown in Figure 3.

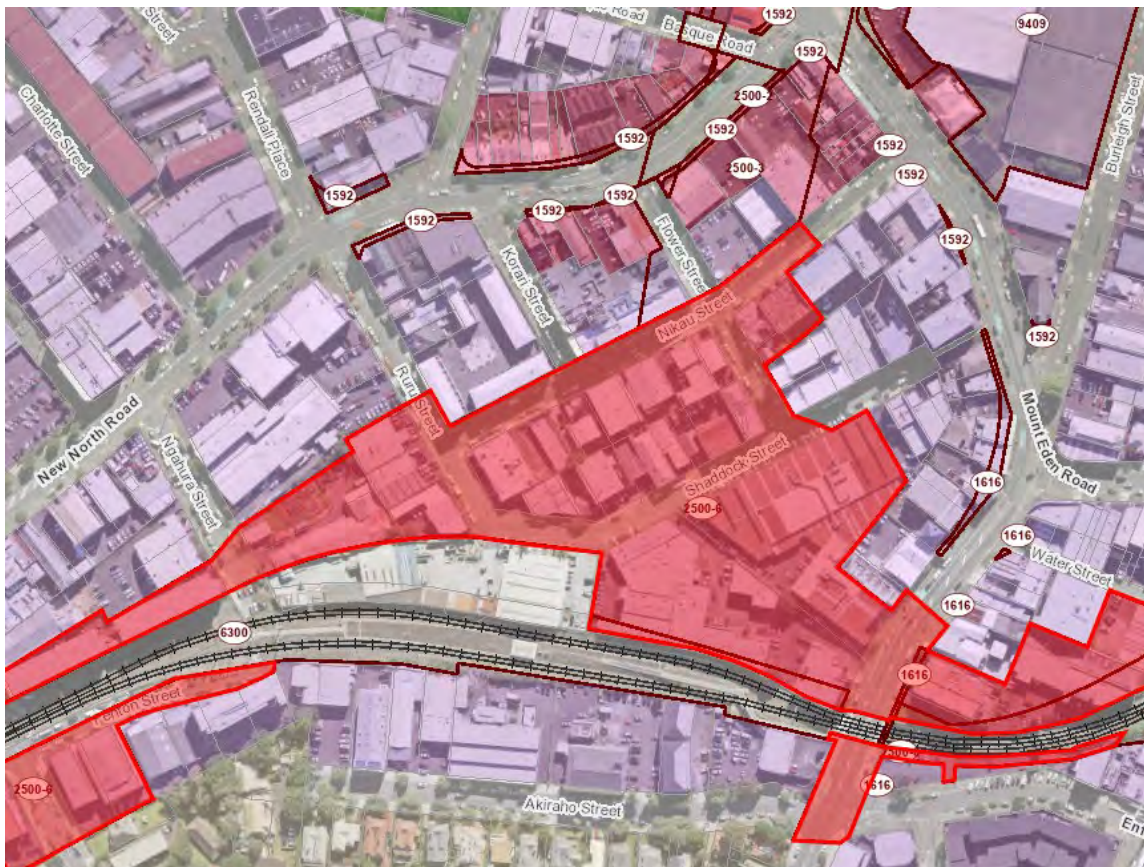


Figure 2 Land area bounded by New North Road, Mt Eden Road and NAL railway track. Designation 2500-6 area is shown in red. Source: Auckland Council GeoMaps



Figure 3 Approximate extent of the Works Area

The land within the block bounded by New North Road, Mt Eden Road and NAL railway track is primarily commercial, including office buildings, storage building, car mechanics, and apartment accommodation, residential properties and parking buildings. There are two prominent commercial / office buildings in the Works Area which are: City Storage located on 10 Ruru Street with vehicle access provided from Nikau Street, and Warner Bros Discovery (previously MediaWorks) located on 3 Flower Street with vehicle access provided from Nikau Street and Flower Street.

2.2 Transport Environment

The current operating function of the streets identified in Figure 3 above are described in the following sections by mode type. Observation for volumes of traffic is extracted from the CRL Nikau Street Integrated Transport Assessment, May 2024 attached as **Appendix B**.

2.2.1 Pedestrian and Cycling

Nikau Street provides a link through Ruru Street, Korari Street and Flower Street between two busy arterial roads: New North Road and Mt Eden Road. All roads provide footpaths on both sides of their carriageways, except where road works temporarily prohibit access.

No cycling lanes exist along these roads. No observation of cyclists along New North Road and Mt Eden Road using Nikau Street as a thoroughfare based on a site visit conducted as part of the CRL Nikau Street Integrated Transport Assessment.

Pedestrian numbers during the morning and evening peak periods are low, predominantly localised office workers.

2.2.2 Public Transport

No bus routes travel through these subject streets, however several bus stops are located along New North Road and Mt Eden Road within a 100m walking distance from the Works Area, as shown in Figure 4 below.



Figure 4 Existing bus stops located near the Works Area. Source: CRL Nikau Street Integrated Transport Assessment, May 2024 (Appendix B)

2.2.3 Private vehicles

All roads within the Works Area accommodate two-way traffic. On-street parking areas appear to be close to fully occupied. Flower and Nikau Streets are used most often to enter the Works Area which could be the result of having the most commercial buildings along these two roads. Korari Street is used most often for vehicles exiting. Please refer to Figure 5 for the directional traffic movements within the vicinity of the Works Area.



Figure 5 Traffic circulation within the Works Area. Source: CRL Nikau Street Integrated Transport Assessment, May 2024 (Appendix B)

Generally, there are low volumes of through traffic.

2.2.4 Delivery and servicing vehicles

There is a low volume of delivery and servicing vehicles. There has been an observation of courier vehicles and taxis appear to be mounting the kerb temporarily whilst still allowing room for both pedestrians to use the footpath and cars to continue along the road.



3 Proposed Alteration

3.1 Proposed Traffic Management Plan

Designation 25 requires a TAP DWP to be prepared to manage the adverse effects of the construction of the CRL, or any part of it, on the transport network. The CRL TAP DWP is already in place for construction works associated with CRL in the Mt Eden area (authorised by OPW60391638).

A five-stage TMP specific to this Proposal has been prepared for the Works Area between Ruru Street, Korari Street, Flower Street and Nikau Street to avoid, remedy or mitigate the adverse effects of the Proposal on transport, parking and property access. Each of the TMP stage is detailed in the following sections. The full drawings set is attached as **Appendix C**.

3.1.1 Stage 1

This TMP stage is currently being implemented on site and will last for approximately 3.5 months. This consist of the following:

- Full closure of all lanes on Nikau Street at the corner intersection with Ruru Street, as shown on Figure 6 below;
- Pedestrians along Nikau Street will be diverted to the northern side of Nikau Street to avoid the southern section that is closed off;
- Vehicles entering Ruru Street will need to turn around and exit the same way via Ruru Street to New North Road;
- City Storage will continue to have two-lane vehicle access from their eastern roller door off Nikau Street, via the eastern section of Nikau Street or Korari Street; and
- Access to Warner Bros Discovery site is open via Nikau Street and Flower Street.

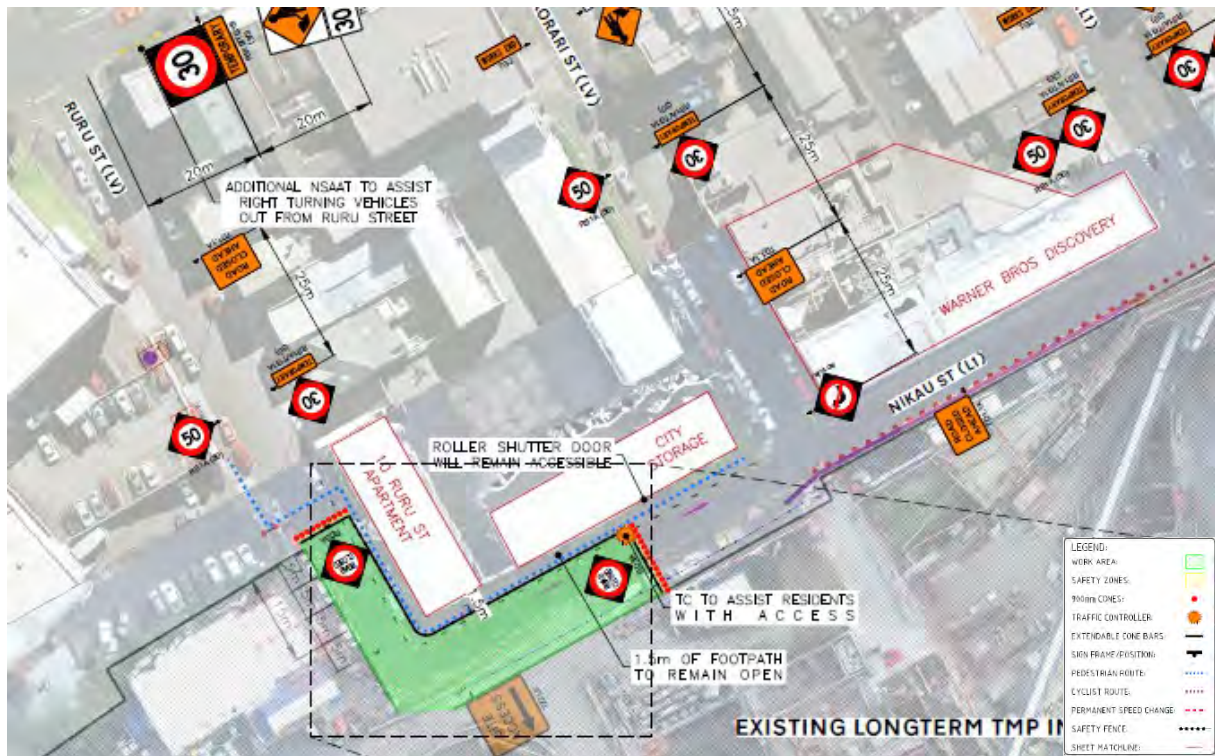


Figure 6 TMP Stage 1. Source: Drawings Set (Appendix C)

3.1.2 Stage 2

This TMP stage will be in place for approximately two weeks to enable construction of utilities. Stage 2 includes:

- Traffic lanes closure along Nikau Street will move slightly east towards the intersection with Korari Street, as shown on Figure 7 below;
- Pedestrians will be diverted to the northern side of Nikau Street for the section that is closed off;
- Vehicles entering Ruru Street will need to turn around and exit the same way via Ruru Street to New North Road;
- City Storage will continue to have two-lane vehicle access from their western roller door off Nikau Street, via the Ruru Street and western section of Nikau Street; and
- Access to Warner Bros Discovery site is open via Nikau Street and Flower Street.

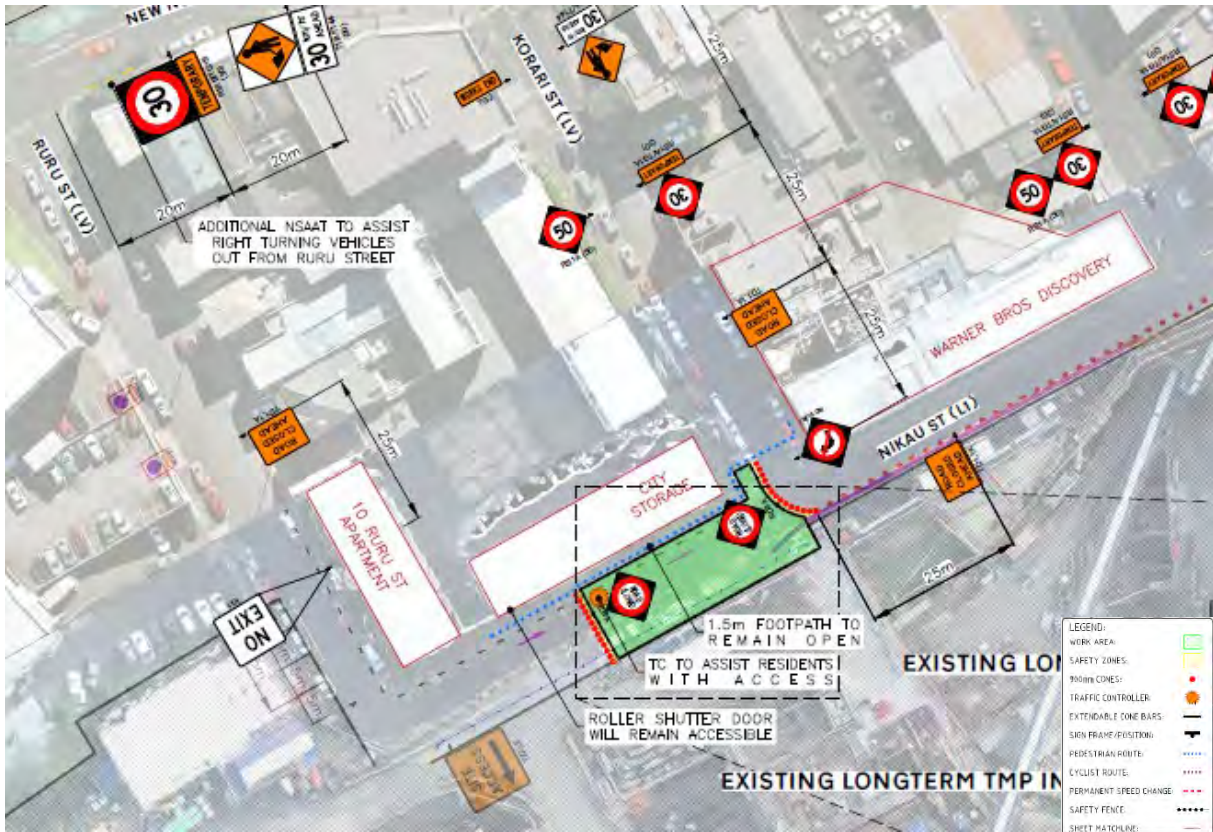


Figure 7 TMP Stage 2. Source: Drawings Set (Appendix C)

3.1.3 Stage 2a

This TMP stage will be in place for approximately six weeks for utility construction and to complete streetscape paving. Stage 2a includes:

- Full closure of all lanes at the corner intersection of Nikau Street and Korari Street, as shown on Figure 8 below;
- Pedestrians will be diverted to the northern side of Nikau Street to avoid the southern section that is closed off;
- Vehicles entering Ruru Street and Korari Street will need to turn around and exit the same way to exit to New North Road;
- City Storage will continue to have two-lane vehicle access from their western roller door off Nikau Street, via the Ruru Street and western section of Nikau Street; and
- Access to Warner Bros Discovery site is open via Nikau Street and Flower Street, however, vehicles will only be able to access the Nikau Street entrance from Flower Street or eastern section of Nikau Street.

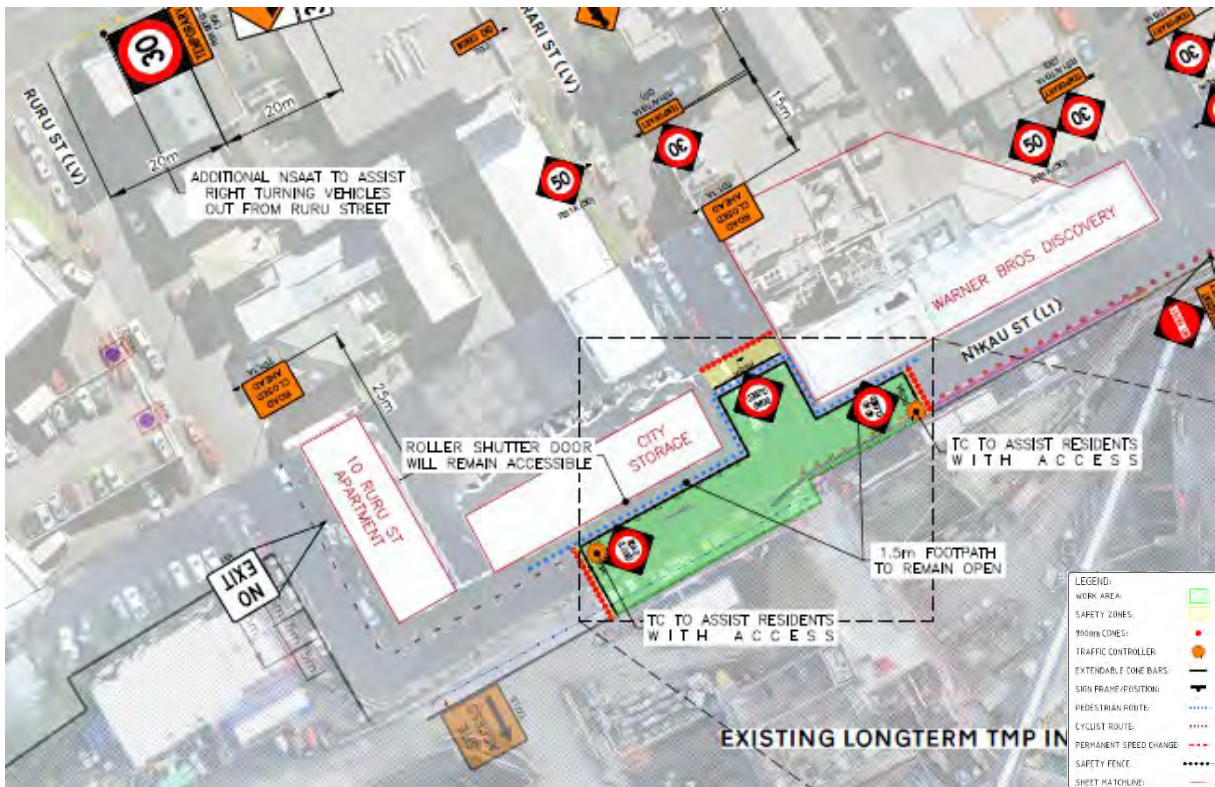


Figure 8 TMP Stage 2a. Source: Drawings Set (Appendix C)

3.1.4 Stage 3

This TMP stage will be in place for approximately four weeks to reconstruct the northern footpath. This stage includes:

- The work area is along the full southern exterior of the Warner Bros Discovery's building on Nikau Street, as shown on Figure 9 below;
- Pedestrians will be diverted to the southern side of Nikau Street;
- Traffic lanes will be open allowing two-way traffic flow throughout the works;
- No impact to access to City Storage as both roller doors off Nikau Street are open; and
- Access to Warner Bros Discovery are open via Flower Street. Vehicle access from Nikau Street (loading dock and emergency door) is possible but may be managed by a traffic controller. Any temporary closure of loading dock access will be notified and agreed with Warner Bros Discovery's owner and occupier.

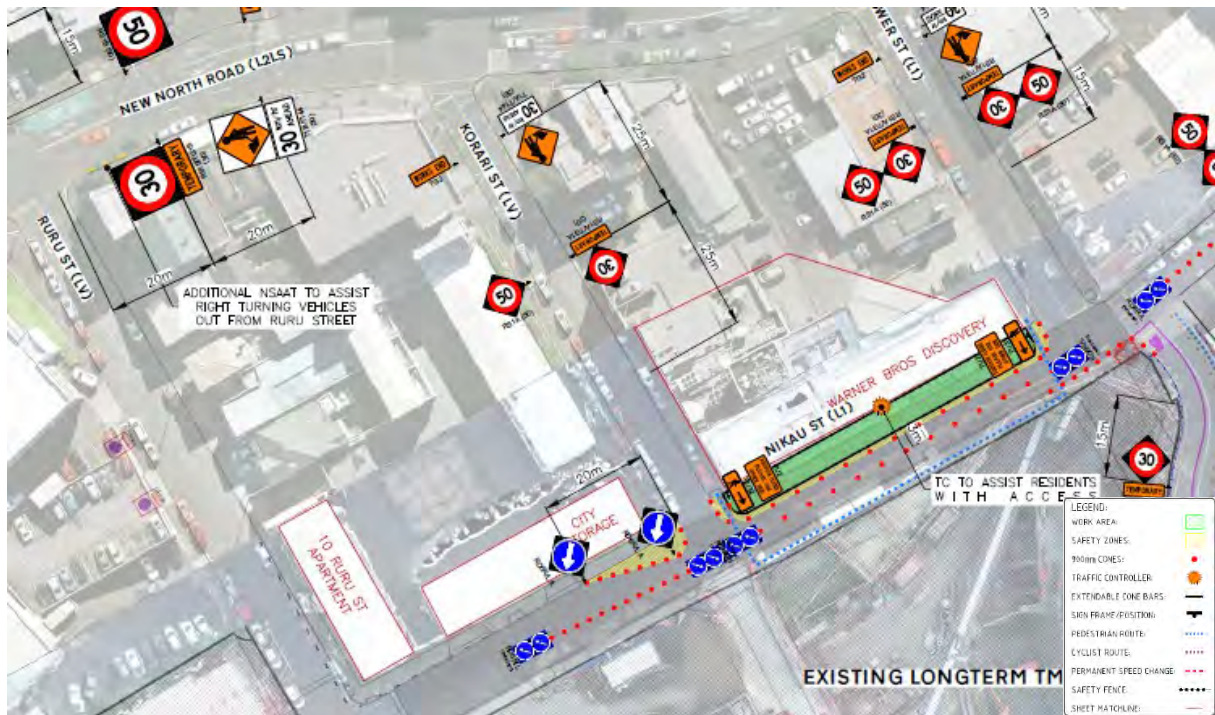


Figure 9 TMP Stage 3. Source: Drawings Set (Appendix C)

3.1.5 Stage 4

This last TMP stage will be in place for 24 hours to complete asphalt paving. This stage covers the biggest area of works, and the proposed measurements include:

- Full closures of all lanes along Nikau Street extending from Ruru Street all the way to Flower Street, as shown on Figure 10 below;
- Consequently, temporary cul-de-sacs will be formed at the intersections of Nikau Street and Ruru Street / Korari Street / Flower Street. Vehicles access and egress will only be gained via New North Road;
- Access to City Storage will be restricted during the pavement re-surfacing works. Access to one roller door at a time is possible and will be managed by traffic controller; and
- Access to Warner Bros Discovery site is open via Flower Street, however, vehicle access from Nikau Street will be closed during re-surfacing works for a few hours. Notification to Warner Bros Discovery’s owner and occupier will be given with the exact closure times.

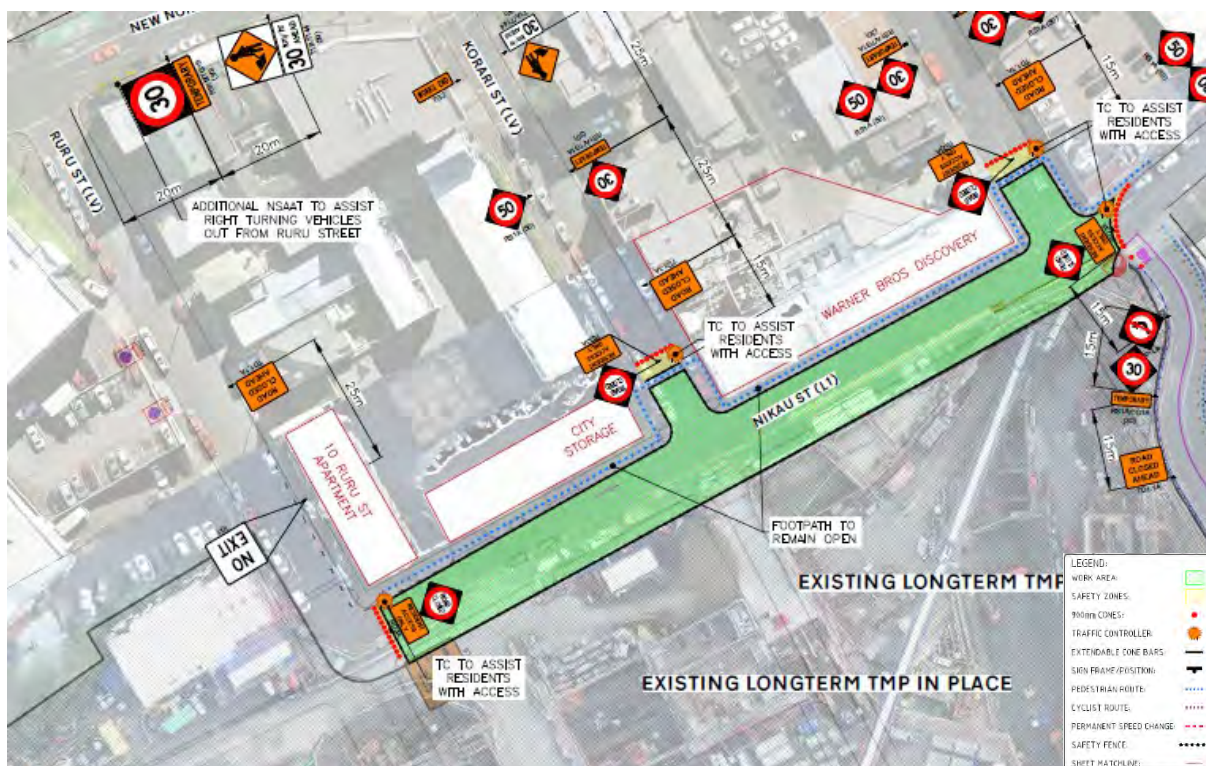


Figure 10 TMP Stage 4. Source: Drawings Set (Appendix C)

3.2 Proposed Alteration to Designation

Designation 30.1(d), (e) and (f) require the following for the construction works of CRL within the Works Area:

- Minimum of one, 3-metre wide lane access maintained to Nikau Street at all times;
- Provision of two lanes on Nikau Street between Flower and Korari Streets;
- Access to sites within Flower Street and Korari Street to be retained, from Nikau Street or New North Road, at all times;
- Two-way access is maintained at all times for vehicles to all accessways to the MediaWorks (now Warner Bros Discovery) site; and
- Provision for traffic to turn right out of Ruru Street to New North Road.

To enable CRL to undertake works associated with the Proposal, CRL proposed to amend designation Condition 30.1(d) to enable the full closure of a portion of Nikau Street in Stages 1, 2, 2a and 4. The proposed amendment of Condition 30.1(d) acknowledges the holistic nature of traffic management and the potential for ongoing transport network changes, with a view to implementing a solution to minimise disruption through the five-stage TMP which satisfies the intent of Condition 25. The proposed amendment recognises that maintaining a full vehicle access through Nikau Street at all times is not feasible while undertaking the works associated with the Proposal. As such, proceeding with the works in a staged approach to manage congestion and to maintain on-going vehicle access to private properties throughout the varying stages of works, provides an alternative traffic management solution as part of a comprehensive TMP.

The proposed minor amendment to the designation Condition 30.1(d) is outlined below with additions identified in underline and deletions struck through.

- (d) In the event that Access will cannot be maintained to Nikau Street at all times by at least one lane (minimum 3m), and two lanes on Nikau Street between Flower and Korari Streets, access to at least a section of Nikau Street is to be retained at any stage of works. Access to sites within Flower Street and Korari Street is to be retained, from Nikau Street or New North Road, at all times;

In addition to the above, CRLI proposed to amend designation Condition 30.1(e) to fully close access for vehicles to the Warner Bros Discovery site during Stages 3 and 4. The proposed amendment of Condition 30.1(e) recognises the requirement to close all vehicle access from Nikau Street to Warner Bros Discovery site during the reconstruction of footpath and pavement re-surfacing works. The other vehicle access to the site from Flower Street will however still be open. Vehicle access during the reconstruction of footpath in Stage 3 may still be able to open which will be managed by a traffic controller. Any temporary closure of loading dock access during Stage 3 will be notified and agreed with Warner Bros Discovery's owner and occupier. The proposed re-surfacing works in Stage 4 will be completed within a short duration of time (a few hours fronting the Warner Bros Discovery site) to minimise disruption to the operation of Warner Bros Discovery site, with the exact closure times being notified to the building owners and occupiers.

The proposed minor amendment to the designation condition 30.1(e) is outlined below with additions identified in underline.

- (e) Construction works will be undertaken to ensure two-way access is maintained at all times for vehicles to all at least one accessways to the MediaWorks site including staff and visitors' cars, trucks and service vehicles;

Designation 30.1(f) requirement will be met during the proposed works within the Works Area, however, CRLI propose a minor correction to this condition as part of this application. The wording of Condition 30.1(f) is incorrect with stating that the existing traffic lights are located in the intersection of Flower Street and New North Road, instead of the intersection of Korari Street and New North Road.

Accordingly, the proposed minor amendment to the designation Condition 30.1(f) is outlined below with additions identified in underline.

- (f) Providing for traffic to turn right out of Ruru Street to reduce any congestion (particularly at peak times) resulting from not being able to travel via Nikau Street to the traffic lights at Flower Korari Street and New North Road.

The recommended mitigation measures proposed in the Integrated Transport Assessment prepared by Flow Transportation Consultants (**Appendix B**) that are designed to improve safety for vehicle drivers turning right out of Ruru Street will form part of the TAP DWP for CRL construction works within the Works Area, and therefore do not form part of this NoR.

4 Assessment of Effects on the Environment

4.1 Positive Effects

Amendment of Conditions 30.1(d) and (e) will provide certainty that access to private properties located adjacent to Ruru Street, Nikau Street, Korari Street as well as to the MediaWorks / Warner Bros Discovery site will be maintained during the entire duration of the Proposal through a staged approach. The proposed TMP will maintain at least access to a portion of Nikau Street at all stages of the works and retain at least one vehicle accessway to the MediaWorks / Warner Bros Discovery site at all times. This supports the intent of Condition 25 to as far as is reasonably practicable, avoid, remedy or mitigate the adverse effects of construction on transport, parking and property access.

Amendment to Condition 30.1(f) will rectify the incorrect wording of the condition to accurately locate the existing traffic lights on the intersection of Korari Street and New North Road. This amendment will help readers to understand the intention of the condition in the AUP.

4.2 Transport Effects – Private Property Access

An Integrated Transport Assessment has been prepared by Flow Transportation Consultants with respect to the proposed amendments to Conditions 30.1(d) and (e) and is provided in **Appendix B**.

The transport effects originally identified in the CRL NoR, which are intended to be mitigated by the transport conditions now attached to the CRL Designation 2500, remain the same with respect to this alteration to designation application. Road closures and diversions as well as undertaking works in a staged approach so that on-going vehicle access to private properties can be retained to the greatest extent possible remain necessary to manage construction safely within a live transport network. The proposed alteration does not increase the scale of these effects but provides an opportunity to better manage construction impacts on private access, taking into consideration relevant circumstances at the time the works are to be undertaken.

It is noted that closing a portion of Nikau Street during construction works as specified by the proposed Condition 30.1(d) may require use of a less direct route for vehicle to access and exit from private properties along Nikau Street, Ruru Street, Korari Street and Flower Street. When possible, at least one vehicle accessway to business sites along Nikau Street, such as to City Storage and MediaWorks / Warner Bros Discovery sites, will be provided at all stages of works. This aligns with the proposed Condition 30.1(e) to maintain at least one two-way vehicle accessway to the MediaWorks (now Warner Bros Discovery) site during construction works.

In this regard the mitigation resulting from proposed alterations to Conditions 30.1(d) and (e) are consistent with expectations identified in 2013 CRL NoR hearing.

4.3 Summary

The above assessment concludes the proposed alteration to Conditions 30.1(d) and (e) will not result in new, or an increase in the scale of CRL construction traffic related effects. The proposed minor alterations will manage construction impacts on private access for the duration of the proposed works and ensure that vehicle and pedestrian access to private sites are retained at all stages of works.

There are no adverse effects related to the proposed minor wording correction to Condition 30.1(f).

As such, the effects of the proposed alterations are considered to be less than minor.

5 Consultation and Engagement

As described in Section 3.1, CRL have consulted with affected parties regarding the suitability of the Proposal and its associated five-stage TMP where Conditions 30.1(d), (e) and (f) require consideration. The sites impacted by the Proposal, from a transport perspective, are shown on Figure 11 below.




Figure 11 Sites impacted by the Proposal from transport perspective shown in green. Source: CRL Nikau Street Integrated Transport Assessment, May 2024 (Appendix B)

A memo describing the Proposal and plans of the five stages of the TMP to be implemented during the proposed works have been presented to all potentially affected parties, which are listed on Table 2 below. It is noted that as no changes to the designation boundary are proposed, there is no land directly affected by the alteration under section 181(3)(b). Notwithstanding this, CRL has given notice of the proposed alteration to designation to the identified affected parties and have obtained their written agreement.

Table 2 List of affected parties by the potential traffic effects

Address	Legal Description	Owner	Occupier
10 Ruru Street	Unit EA UP, DP 184019, Certificate of Titles NA114C/354	Andrea Louise Noland, Gary Noland (same as Occupier)	City Storage
3 Flower Street	Lot 1 DP 84213, Lot 1 DP 80372, Certificate of Titles NA40B/1323, NA37A/545	Flower Street LP	Warner Bros Discovery (VP Head of Networks)



The written agreements from the owner and occupiers of the City Storage and Warner Bros Discovery buildings are included in **Appendix D**. Note the memo that was provided to the parties differ slightly due to additional comments received from Warner Bros Discovery (relating to liaison with them when access will be closed). However, content relating to the proposed TMP and effects on property access remain unchanged.

6 Statutory Assessment

Section 181 of the RMA provides for the alteration of existing designations, requested by the Requiring Authority responsible for the designation. Subsection (2) states that subject to subsection (3), sections 168 to 179 and 198AA and 198AD shall, with all necessary modifications, apply to a requirement for an alteration under subsection (1) as if the requirement were for a new designation. The following sections consider the proposed alteration under the requirements of s181(3).

6.1 Resource Management Act 1991 – Section 181(3)

As detailed within Section 5 of this AEE, the proposed alteration to CRL Designation 2500, Conditions 30.1(d), (e) and (f) will result in less than minor adverse effects. Section 181(3) of the RMA provides for a territorial authority to make amendments to a designation where the stated criteria are satisfied:

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 a minor change 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.*

The following provides an assessment of the proposed alteration to Conditions 30.1(d), (e) and (f) with respect to section 181(3) of the RMA.

6.1.1 181(3)(a)(i) – Effects on the Environment


Section 4 of this AEE provides an assessment of effects on the environment. In summary, the assessment concludes that any adverse effect on the environment will be less than minor. Accordingly, the alterations are consistent with Section 181(3)(a)(i).

6.1.2 181(3)(a)(ii) – Changes or Adjustments to Boundaries

The alteration does not include any changes to the boundaries of the designation. Accordingly, Section 181(3)(a)(ii) is not relevant.

6.1.3 181(3)(b) – Directly Affected Land

The alteration does not include any changes to the boundaries of the designation, and it is not proposed to designate any additional land. The proposed alteration to Conditions 30.1(d) and (e) will maintain vehicle access to private properties, however, access will be reduced on Nikau Street between Ruru and Flower Streets at varying stages of the Proposal which would affect City Storage and Warner Bros Discovery sites. As demonstrated in Section 5 of this AEE, written notice of the proposed alteration has been given to the owner and occupier of City Storage and Warner Bros Discovery buildings, and written agreement to the alteration has been received .



The proposed minor wording correction to Condition 30.1(f) will not directly affect any parties.

Accordingly, the alterations are consistent with section 181(3)(b).

6.1.4 181(3)(c) – Agreement to Alteration

CRLI supports the proposed amendment to the CRL designation conditions. Subject to Auckland Council agreement with this position, the requirements of s181(3)(c) have been fulfilled.



7 Conclusion

CRL is seeking a minor alteration to Designation 2500-6 under section 181(3) of the RMA to authorise the construction of public realm (reinstatement) works and network utility installation works as part of the CRL construction works within the area between New North Road and Mt Eden Road and NAL in the south.

This AEE provides an assessment of effects on the environment for the proposed construction works which relates to the proposed TMP designed to minimise the potential and actual adverse effects on transport, parking and property access during the works. The construction related effects will generally be temporary in nature and less than minor. Varying stages of works have been proposed to manage the road transport network for the duration of the construction in terms of congestion, maintain pedestrian access to private properties at all times and provide on-going vehicle access to private properties to the greatest extent possible, to achieve the objective of Condition 25 of the designation.

Proposed minor alterations to Conditions 30.1 (d) and (e) will facilitate the construction of the CRL project along Nikau Street whilst ensuring a safe and efficient live transport system during the works. Proposed minor wording correction to Condition 30.1(f) will not have any impact to the transport network. No alteration to designation boundary is proposed. Written notice of the Proposal and TMP has been given to directly affected parties and written agreements have been received by CRL.

Accordingly, the Proposal is consistent with the purpose of the RMA as the works once completed and the operation of CRL project will enable people to provide for their economic and social wellbeing, while avoiding and mitigating any adverse effects during construction works within the Works Area.

Appendices



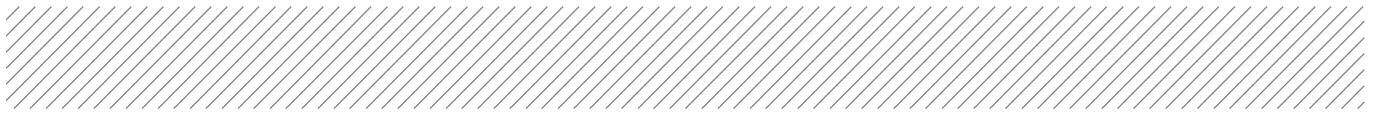


Appendix A

Application Form

CRL Designation 2500-6 Condition 30, Form 18

Notice of Requirement for Alteration of Designation under Section 181(3) of the Resource Management Act 1991



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Notice of Requirement for Alteration of Designation Under Section 181(3) of the Resource Management Act 1991

To: Auckland Council

From: City Rail Link Limited

CITY RAIL LINK LIMITED (CRL) as Requiring Authority under section 167 of the Resource Management Act 1991 (RMA) gives notice of a requirement (NoR) to alter a designation in the Auckland Unitary Plan (Operative in Part) for works associated with the City Rail Link (CRL) being an alteration to CRL Designation 6 (Auckland Unitary Plan reference 2500-6)

1. SUMMARY

The purpose of designation 2500-6 is described in the Auckland Unitary Plan Operative in Part (AUP) as follows:

City Rail Link (CRL). A surface designation for the construction, operation and maintenance of the CRL – including the rail tunnels and connections required to join the CRL to the North Auckland Railway Line (NAL). This designation is located generally between New North Road, Mt Eden Road and Boston Road in the north and the NAL in the south. It also includes land located on the southern side and adjacent to the NAL between Normandy Road and Mt Eden Road, and to the immediate east and west of Porters Avenue.

This NoR proposes to amend conditions 30.1 (d), (e) and (f) of designation 2500-6 as set out in section 3.2 of the Assessment of Environmental Effects Section 181(3) Minor Alteration to Designation for Temporary Construction Works along Nikau Street dated 14 June 2024 (the “AEE”).

2. THE SITES TO WHICH THE NOTICE OF REQUIREMENT APPLIES ARE AS FOLLOWS:

This NoR relates to land within the extent of CRL designation 2500-6 and slightly outside the designation boundary at the intersections of Nikau Street and Korari Street, and Nikau Street and Flower Street.

3. THE NATURE OF THE PROPOSED WORK IS AS FOLLOWS:

The NoR seeks to alter CRL designation 2500-6 for the purpose of enabling public realm (streetscape) reinstatement and utility installation works along Nikau Street. These works require the closure of a section of Nikau Street and the closure of one vehicle accessway to the MediaWorks / Warner Bros Discovery site at varying stages of the works.

This NoR also seeks to alter CRL designation 2500-6 for the purpose of correcting an error in condition 30.1(f) which refers to existing traffic lights at the intersection of Flower Street and New North Road instead of the correct location at the intersection of Korari Street and New North Road.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

No additional conditions for CRL designation 2500-6 are proposed by this NoR. The NoR proposes an alteration to existing conditions only.

5. THE EFFECTS THAT THE PROPOSED WORKS WILL HAVE ON THE ENVIRONMENT AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED:

An assessment of the actual and potential effects of the proposed alteration is provided in Section 4 of the AEE supporting the NoR. Section 4 of the AEE concludes that the potential adverse effects of the proposed alteration are less than minor.

The assessment of potential adverse effects associated with this NoR has been undertaken in reliance upon the technical report provided as **Appendix B** to the AEE (City Rail Link: Nikau Street, Alteration to Designation Integrated Transport Assessment, prepared by Flow Transportation Specialists Limited, dated June 2024).

6. ALTERNATIVE SITES AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

The proposed alterations to conditions 30.1 (d) and (e) are required to enable the proposed works for the CRL project to occur at varying stages to better manage the construction impacts on the transport network and access to private properties. The change will result in a section of Nikau Street remaining open and the provision of at least one vehicle access lane to private properties, including to the MediaWorks / Warner Bros Discovery site, at all stages of the proposed works.

The proposed alteration to condition 30.1 (f) is required to correct a wording error contained in the existing condition. The change will result in the accurate reading of the condition for future works and references.

No assessment of alternative sites or methodologies to carry out the proposed works is considered necessary in the circumstances and is not required under s181(3) of the RMA.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY:

The proposed alteration supports CRL's approval as a requiring authority "*for the construction, operation, maintenance, replacement, upgrade and improvement of its network utility operation, which is the CRL in Auckland and its associated and ancillary structures, works and activities*".

The proposed NoR to alter condition 30.1 of CRL designation 2500-6 is necessary in order to enable the necessary public infrastructure works along Nikau Street and achieve consistency with the intent of condition 25 of the Transport Access and Parking Delivery Work Plan (TAP DWP) that applies to works within designation 2500-6.

8. OTHER AUTHORISATIONS NEEDED FOR THE PROPOSED ACTIVITY WHICH HAVE NOT BEEN APPLIED FOR:

None. The public realm and utilities reinstatement work are authorised already by OPW60391638.

9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

No changes are proposed to the designation boundary and therefore there is no land directly affected by the alteration under section 181(3). Notwithstanding this, CRL has sought and obtained written approval from those parties impacted by the potential traffic effects identified in Section 4 of the AEE.

10. CITY RAIL LINK LIMITED ATTACHES THE FOLLOWING INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE OF REQUIREMENT BY THE AUCKLAND UNITARY PLAN OPERATIVE IN PART, OR ANY REGULATIONS MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

Assessment of Environmental Effects Section 181(3) Minor Alteration to Designation for Temporary Construction Works along Nikau Street, dated 14 June 2024.

11. LAPSE PERIOD:

As CRL designation 2500-6 has already been given effect to, the 10-year lapse period under condition 2 applicable from the date that the CRL designations were confirmed in 2015 is no longer relevant.

Signed for CRLI by Emma Kurtovich, General Counsel, pursuant to a delegation from the CRLI Board

Signature:

A handwritten signature in black ink, appearing to read 'Emma Kurtovich', with a long horizontal flourish extending to the right.

Date: 17 June 2024

Address for Service:

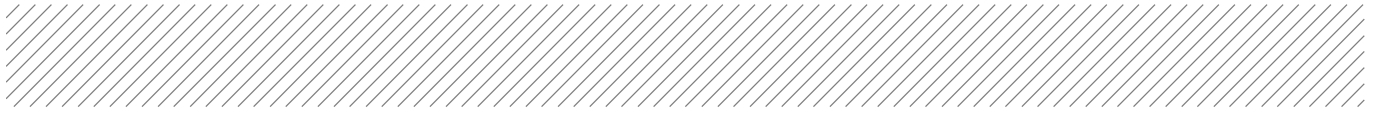
City Rail Link Limited

Level 2, 25 Teed Street, Auckland 1023

Attention: Alice Ge, CRLI Principal Planner

Ph: Mob 021 0257 5922

Email: alice.ge@cityraillink.govt.nz



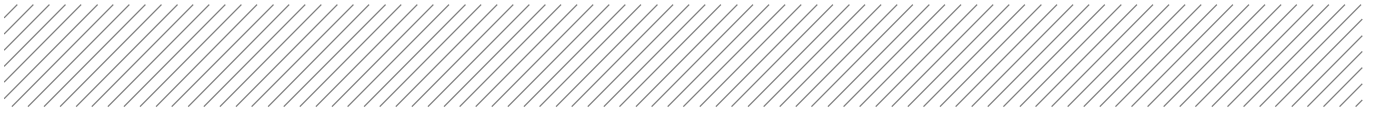
Appendix B

Integrated Transport

Assessment

**City Rail Link: Nikau Street, Alteration to Designation, Integrated
Transport Assessment**

By Flow, dated 13 June 2024



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**City Rail Link: Nikau Street,
Alteration to Designation**

Integrated Transport
Assessment

June 2024

flow

TRANSPORTATION SPECIALISTS



TRANSPORTATION SPECIALISTS

Project: City Rail Link: Nikau Street, Alteration to Designation
Title: Integrated Transport Assessment
Document P:\aure\035 CRL_Change to condition _Nikau Street\4.0
Reference: Reporting\R1C240613 ITA Nikau Street.docx
Prepared by: Mikaire Paul
Reviewed by: Ian Clark

Revisions:

Date	Status	Reference	Approved by	Initials
27 May 2024	Draft, A	R1A240527	I Clark	IDC
11 June 2024	B	R1B240611	I Clark	IDC
13 June 2024	C	R1C240613	I Clark	IDC

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EXECUTIVE SUMMARY

This report discusses the traffic impacts brought about by the temporary management plans [TMP] occurring on Nikau Street, part of the wider City Rail Link [CRL] works.

In summary, the activities (key to this assessment) associated with the Works are:

- ◆ Temporary Traffic Management on Nikau Street, including restrictions on Ruru Street, Korari Street and Flower Street
- ◆ These works are to be staged, with access to the above roads changing throughout.

The location of the Works is shown in Figure 1 of this report.

Based on the analysis described in this report, it can be concluded that the proposed temporary traffic management associated with the Works is predicted to result in low to negligible adverse effects relating to the function, capacity, and safety of the surrounding transport network, although we do consider the impact to property access to be moderate.

The adverse effects consider general vehicle delays and inconvenience caused by lane closures and effects on public transport.

The following summarises the conclusions for each of the main effects:

Conclusion on Public Transport

No bus routes or bus stops are currently located within the working area. Additionally, it is not expected that works will affect bus routes on adjacent corridors due to queueing resulting from the temporary traffic management measurements in place.

The temporary effects on public transport are considered negligible.

Conclusion on Pedestrians and Cyclists

Pedestrian accessibility will be maintained throughout the works, with traffic management plans in place to ensure all movement can be carried out in a safe manner.

The temporary effects pertaining to pedestrians and cyclists are considered negligible.

Property Access

As discussed in section 4.7, property access to City Storage and the Discovery NZ building will be impacted, with changes throughout the varying TMP stages. This will have a direct impact on staff parking (City Storage) and how these buildings are serviced, and from where.

The localised temporary effects pertaining to property access are considered moderate.

General Traffic

Vehicles will be impacted due to the changes along certain roads into cul-de-sacs, in turn forcing cars to enter and exit that road via the same street instead of using other roads as a thoroughfare. Some delays will also be experienced throughout the works due to lane closures and the presence of work equipment to help guide vehicles.

The temporary effects pertaining to general vehicle travel times are considered to be low.

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APPENDICES

APPENDIX A TEMPORARY TRAFFIC MANAGEMENT PLANS AND TRACKING PLANS

1 INTRODUCTION

1.1 Background

Works are currently underway on Nikau Street, Eden Terrace as part of the wider construction of the City Rail Link (CRL). These works are part of a 5 stage traffic management plan with Stage 1 currently implemented.

This report assesses the traffic implications resulting from the TMP works. This includes an assessment against the designation conditions for the CRL works specific to the work area and possible mitigation/recommendations as a result. For context of the site, refer to Figure 1.

Figure 1: Project Location



1.2 Proposed Works

The activities (key to this assessment) associated with the Works are:

- ◆ 5 stages of TMP works consisting of lane closures on Nikau Street with an impact on Ruru Street, Korari Street and Flower Street
- ◆ Lane closures will alter throughout the different stages
- ◆ Overall, works are expected to last for approximately 7 months.

A breakdown of each stage is discussed in section 3.

1.3 Purpose of this Report

This Report supports the Notice of Requirement [NoR] to alter CRL designation 2500, condition 30. In this report, we have assessed the potential traffic and transport effects of the Works and have recommended mitigation and management measures to address potential adverse effects.

2 EXISTING ENVIRONMENT

This section of the report sets out the existing transport environment by mode type. It provides information concerning the Works area, current public transport, pedestrian and cycling facilities. The location for each section will be focused on areas directly surrounding the Site.

Site visits were conducted on in mid May 2024, covering the weekday morning, and evening peaks, and the inter peak period.

Information within the following sections draws on observations recorded during these visits.

2.1 Pedestrian and Cyclist Activity

Nikau Street provides a link through Ruru Street, Korari Street and Flower Street between the two arterial roads, New North Road and Mount Eden Road. All provide footpaths on both sides of their respective carriageways, except where road works temporarily prohibit access.

Cycle facilities do not exist, however, as New North Road and Mount Eden Road enclose the work area, It is worth noting that both of these do have bus lanes which are frequently utilised by cyclists. Consequently, cyclists have not been observed using Nikau Street as a thoroughfare.

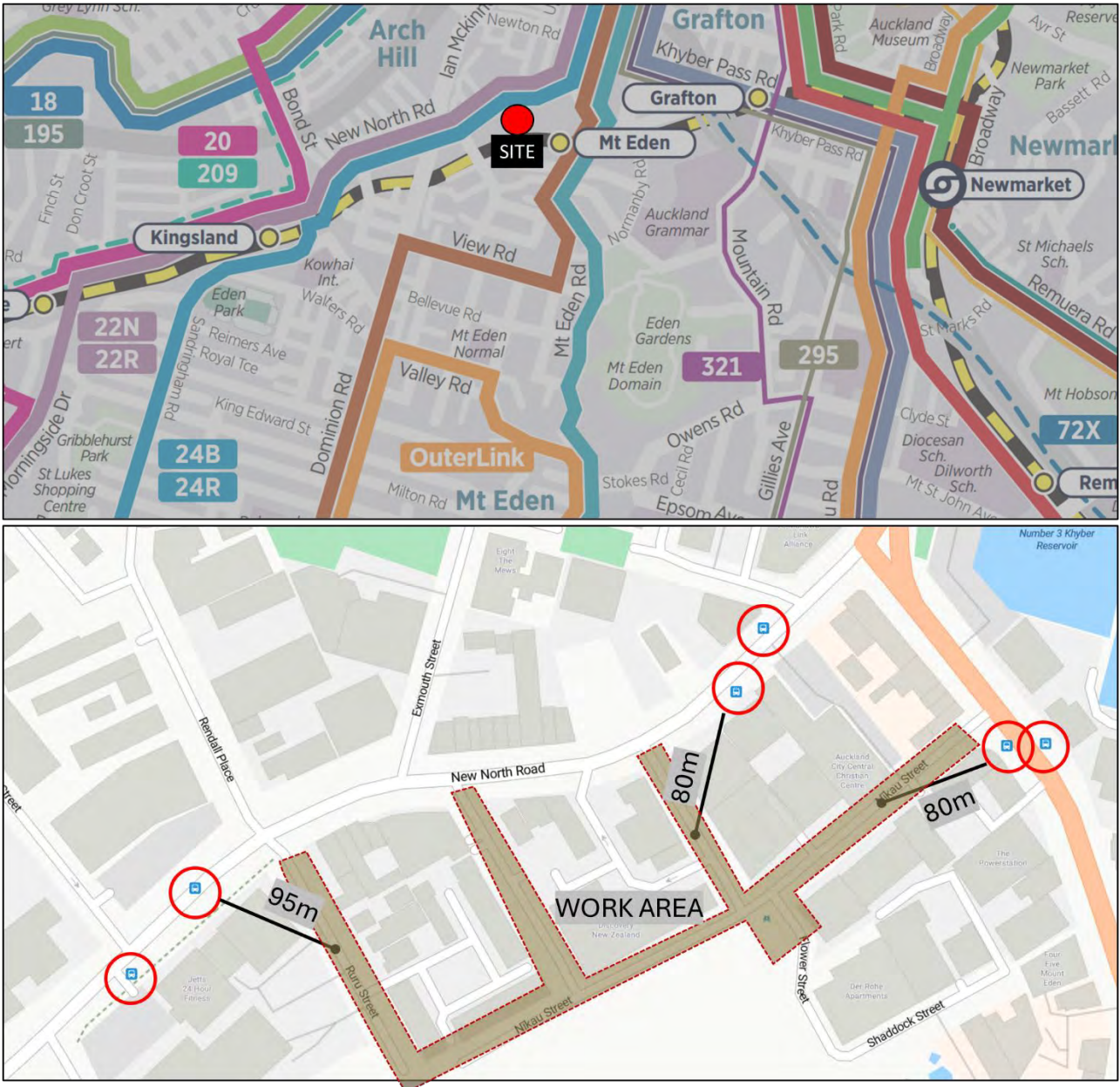
Pedestrian numbers during the morning and evening peak periods are low, and include some residents and local workers.

2.2 Public Transport Overview

Figure 2 shows the existing bus routes in the vicinity of the Works. No bus routes travel through the Works area, however several bus stops are located within a 100 m walking distance on New North Road and Mount Eden Road.

As no public transport services run through Nikau Street, it is not anticipated that the TMP will have any impact on ongoing services.

Figure 2: Existing bus services near the site and nearest bus stops



2.3 General Vehicles

2.3.1 Observations

All roads within the work site currently accommodate two-way traffic.

Generally, there are low volumes of through traffic.

On-street parking appears to be close to fully occupied.

During site visits, it was observed that Flower and Nikau Streets (off Mount Eden Road) are used most by drivers to enter the area. This looked to be as a result of most commercial activities being concentrated between these two roads. Korari Street is well used for vehicles exiting, which is to be expected noting that the traffic signals make this movement easier to achieve.

Figure 3 below presents the directional traffic movements in the vicinity of the Works.

Figure 3: Traffic circulation



2.4 Couriers, Deliveries and Taxis

Site observations identified a low volume of servicing vehicles. Some taxis and couriers were observed mounting the kerb, parking halfway on the footpath but still allowing room for both pedestrians to use the footpath and cars ample room to continue on the road.

Service vehicles will be impacted the most during Stage 4 of the TMP, with short re-routing required when travelling to certain locations in and around the work area. However, that stage will only be in place for one day.

2.5 Crash Data

We have undertaken a review of Waka Kotahi NZTA's Crash Analysis System to determine the number and types of crashes that recently occurred near the site. Our search included the full period of 2019 to 2024.

Our search area and injury severity are shown in Figure 4 with the specific intersection locations as follows:

- ◆ New North Road and Ruru Street
- ◆ New North Road and Korari Street
- ◆ New North Road and Flower Street
- ◆ Nikau Street and Flower Street
- ◆ Nikau Street and Mount Eden Road
- ◆ Nikau Street and Ruru Street

In total, 11 incidents were reported. These involved 4 non-injury, 5 minor and 1 serious event and are summarised below:

Nikau Road – 1 incident

- ◆ A non-injury event was reported halfway between Flower Street and Mount Eden Road on Nikau Road whereby a parked car sustained damage. It was suspected the damage was inflicted by another vehicle but the incident wasn't witnessed

New North Road / Ruru Street – 5 incidents

3 minor injury events

- ◆ Two events were caused by right-turning vehicles failing to give way to priority through traffic, causing a collision
- ◆ A driver northbound on New North Road, reportedly under the influence, lost control of their vehicle, striking a light pole

Non-injury

- ◆ A parked vehicle attempting to complete a u-turn on New North Road, struck a vehicle already travelling straight

Serious

- ◆ A motorcyclist, reported to be speeding, lost control travelling on New north Road, coming off his bike and causing serious injury

New North Road / Korari Street – 1 non injury

- ◆ Driver of a parked vehicle returned to the car and found damage, reason unknown

New North Road / Flower Street – 2 minor injuries

- ◆ 2 minor incidents reported, however no details on either crash

Mount Eden Road / Nikau Street – 2 non injury

- ◆ 1 minor event involved an offending vehicle failing to brake, crashing into a stationary vehicle ahead which was waiting at a red traffic signal
- ◆ The second event was caused by a vehicle turning right out of Nikau Street failing to give way to traffic travelling south on Mount Eden Road, causing a collision

Of the 11 incidents, 4 involved drivers failing to give way to other traffic. As several incidents lacked information, this crash type may have been higher, nonetheless, a trend is identified.

Relating this to the TMP works, lane closures may heighten the risk of an incident occurring as previously, vehicles could use Korari Street, a signalised intersection, to safely enter or exit the work site from New North Road. However, since the current implementation of Stage 1 and several future stages, access to Korari Street will be closed to adjacent roads off Nikau Street. This will force vehicles to use priority intersections to enter New North Road where a crash appears more likely to occur.

However, as observed during site visits, we expect through traffic to remain low throughout the works with employee service vehicles making the bulk of traffic movements. As such, we expect no to low impact to the safety record in the surrounding vicinity.

Figure 4: Crash locations near the site, 2016 – 2020



3 TRAFFIC MANAGEMENT PLANS

There are 5 TMP stages. Each is illustrated in Figure 5 overleaf with details listed in the following subsections.

3.1 Stage 1

- ◆ TMP Stage 1 is currently implemented on-site and will last for approximately 3.5 months
- ◆ This involves the closure of all lanes on Nikau Street at the corner of the intersection with Ruru Street
- ◆ Pedestrians still have full access to the northern side which was observed during site visits. When the northern footpath is being reconstructed, pedestrians will be diverted along the southern side of Nikau Street.

3.2 Stage 2

- ◆ Stage 2 will be in place for approximately 2 weeks to construct utilities
- ◆ Traffic lanes will remain closed on Nikau Street, however the closure will move slightly east toward the intersection with Korari Street
- ◆ Pedestrian access will be maintained along the northern side until at which point they will be diverted along the southern side while the footpath on the north side is being rebuilt.

3.3 Stage 2a

- ◆ Stage 2a will be in place for approximately 6 weeks for utility construction and to complete streetscape paving
- ◆ Full lane closures will encompass the full intersection of Nikau Street and Korari Street
- ◆ Pedestrian access will be maintained along the northern side until at which point they will be diverted along the southern side while the footpath is being rebuilt.

3.4 Stage 3

- ◆ This stage will take approximately 4 weeks to reconstruct the northern footpath
- ◆ The primary work area will relocate against the full southern exterior of the Warner Brothers Discovery Building on Nikau Street
- ◆ Traffic lanes will be open, allowing two-way traffic flow throughout the works
- ◆ Pedestrians will be diverted along the southern side of the works on Nikau Street

3.5 Stage 4

- ◆ Stage 4 is expected to be in place for 24 hours to complete asphalt paving
- ◆ The work area will be greatest during Stage 4, extending from Ruru Street to Flower Street North where all lanes will be closed to traffic. Access to Flower Street south toward Shaddock Street will remain open
- ◆ Pedestrian access will be maintained on the northern side
- ◆ Consequently, Ruru Street, Korari Street and Flower Street North will become temporary cul-de-sacs, with access only gained via New North Road.

Figure 5: TMP Stages



3.6 Planning and Policy Assessment

3.6.1 Auckland Unitary Plan

Section E27 of the AUP-OP does not contain any details and/or requirements regarding temporary traffic management.

3.6.2 Performance Standards

Temporary Traffic Management (TTM) is governed by New Zealand legislation, in particular, the Land Transport Act 1998. Land Transport Rules made pursuant to the act, which relate to TTM, include:

- ◆ Land Transport (Road User) Rule 2004
- ◆ Land Transport Rule: Traffic Control Devices 2004
- ◆ Land Transport Rule: Setting of Speed Limits 2003.

The project shall adopt the following standards and guidelines insofar as they are relevant:

- ◆ NZTA Code of Practice for Temporary Traffic Management (COPTTM)
- ◆ NZTA Traffic Control Devices Manual (TCD).

This integrated transport assessment and the Temporary Traffic Management Plan (TTMP) will be consistent with the applicable version of COPTTM.

3.6.3 CRL designation conditions

Where works occur on Nikau Street and other applicable roads discussed within this report, certain conditions must be adhered to regarding transport and property access per condition 30.1 of the CRL conditions. These are listed below:

Condition 30.1 (d)

“Access will be maintained to Nikau Street at all times by at least one lane (minimum 3m), and two lanes on Nikau Street between Flower and Korari Streets. Access to sites within Flower Street and Korari Street is to be retained, from Nikau Street or New North Road, at all times”

Condition 30.1 (e)

“Construction works will be undertaken to ensure two-way access is maintained at all times for vehicles to all accessways to the MediaWorks site including staff and visitors’ cars, trucks and service vehicles”

Condition 30.1 (f)

*“Providing for traffic to turn right out of Ruru Street to reduce any congestion (particularly at peak times) resulting from not being able to travel via Nikau Street to the traffic lights at Flower Street and New North Road”.*¹*

¹ The wording for this condition is incorrect. The traffic signals are on Korari Street, not Flower Street.

In addition, Condition 30.2 sets out the requirements for the Transport, Access and Parking Delivery Work Plan (DWP), which is to demonstrate how the measures are to be implemented. This condition is consistent with the requirements of Condition 30.1.

Several stages within the TMP are in breach of Conditions 30.1 (d) and (e). These are discussed within the respective sections below for transport and property access.

4 ASSESSMENT OF TRANSPORT EFFECTS OF THE WORKS

4.1 Stage 1 (*currently in place*)

Extent of works is illustrated in Figure 5. Effects are as follows:

Access between Nikau and Ruru Streets is prohibited with all lanes closed, allowing for a worksite

Firstly, this is inconsistent with CRL designation condition 30.1 (d) which states that 1 lane must remain open at all times:

- ◆ Ruru Street has been temporarily transformed into a cul-de-sac. Vehicles are now no longer able to travel between Ruru Street and Nikau Street
- ◆ Vehicles entering Ruru Street will need to turn around and exit using Ruru Street on to New North Road.
- ◆ The intersection of Ruru St and New North Road operates under priority control where New North Road has priority. Conversely, the New North Road and Korari Street intersection is controlled by traffic signals. As the current TMP does not allow travel between Ruru and Korari Streets via Nikau Street, vehicles on Ruru Street no longer have the option to use the traffic signals to turn right onto New North Road. This means they have to turn right from Ruru Street which is a difficult movement to achieve during peak periods
- ◆ As detailed in the crash assessment, these right turns may slightly increase the risk of a crash occurring, noting that several of the incidents reported were caused by drivers failing to give way to priority traffic.

Some of the impacts will change while new ones are introduced as work transitions to Stages 2 - 4. Future impacts are set out in the following sections.

4.2 Stage 2

Access restrictions between Ruru and Nikau Streets will remain largely unchanged, despite the worksite shifting slightly east

From a transport perspective, the effects will be largely unchanged from those listed during Stage 1, although access to City Storage will change. The condition to have at least 1 lane remain open on Nikau Street will still be breached.

Vehicle tracking attached to this report shows that an 8m truck/rubbish truck will need to use the Link Alliance car park to turn around on Ruru Street. This is true for both Stages 2 and 2A.

4.3 Stage 2A

Access restrictions will extend to the east, with the intersection of Nikau Street and Korari Street closed to all traffic

- ◆ Along with Ruru Street, Korari Street will temporarily become a cul-de-sac
- ◆ Traffic on Nikau Street east of the work area within Stages 1 and 2 could use Korari Street to turn either left or right onto New North Road, while Ruru Street would also have been utilised before the commencement of any of the works. With Stage 2A, access to New North Road (for traffic from the eastern end of Nikau Street) will be from Flower Street
- ◆ During site observations, vehicles could be seen using Nikau Street as a thoroughfare between New North Road and Mount Eden Road. This is likely to lessen during all stages of the TMP with the most impacts predicted from Stages 2A onwards with the extent of lane closures and roadworks at its greatest
- ◆ Two CRL designation conditions – 30.1 d and e are in breach at stage 2A.

4.4 Stage 3

All traffic lanes will be open. The greatest impact on transport will likely be slow-moving and delayed traffic as lanes appear narrow on Nikau Street as the carriageway will also accommodate the work area, located along the exterior of the Warner Brothers Discovery building, refer to Figure 6. CRL condition 30.1 (e) will be breached at stage 3, discussed in section 4.7 for property access.

Figure 6: Stage 3 TMP



4.5 Stage 4

Impacts on traffic will be greatest at this stage, although this stage will only be required for a single day:

- ◆ Ruru, Korari and Flower Streets north will all become cul-de-sacs
- ◆ The extent to which Nikau Street is trafficable will be halved compared to before the works commenced
- ◆ Through traffic along Nikau Street (between New North Road and Mount Eden Road) will be eliminated. This is a positive effect as there is less risk to safety and potential disruption to ongoing works
- ◆ There will be a slight increase in the crash risk for right turning movements from the temporary cul-de-sacs onto New North Road, except for Korari Street
- ◆ Two CRL designation conditions – 30.1 d and e – will be in breach at Stage 4
- ◆ Vehicle tracking plans attached show that a B99 vehicle (5.2m long) can successfully turn around at the ends of all temporary cul-de-sacs.

4.6 Pedestrian and cycling connectivity

As stated previously, there are no existing cycle facilities around the work areas, as such there will be no significant changes affecting cyclists.

Pedestrians will have access throughout the different stages of work. Each stage has outlined pedestrian routes, ensuring that connectivity across the road network will be maintained.

4.7 Property Access

Table 1 and Figure 7 below identify the properties that, from a transport perspective, will be directly impacted by the Proposal.

Table 1: Sites impacted by the Proposal

Road	Property	Impact
New North Road	40, 44, 48, 52, 54, 56, 74A, 78	<ul style="list-style-type: none"> ◆ Access to most properties will be maintained, however, the varying lane closures throughout the TMP stages will impact which roads can be used to access property ◆ The Discovery building has a loading dock on Nikau Street. This will be available during Stages 1 and 2. At Stage 3, access may be possible, managed by a traffic controller, however, this may need to be fully closed, at which point discussions with Discovery will occur. Access to the loading dock will be closed at Stage 4, but we note this is only expected to be in place for a single day ◆ The Discovery building looks to have staff or service access on Korari Street as shown in the below image. This
Ruru Street	2A-9	
Nikau street	4-14, Eden accommodation (11)	
Flower Street	Discovery NZ (3), parking building (2)	
Korari street	3	



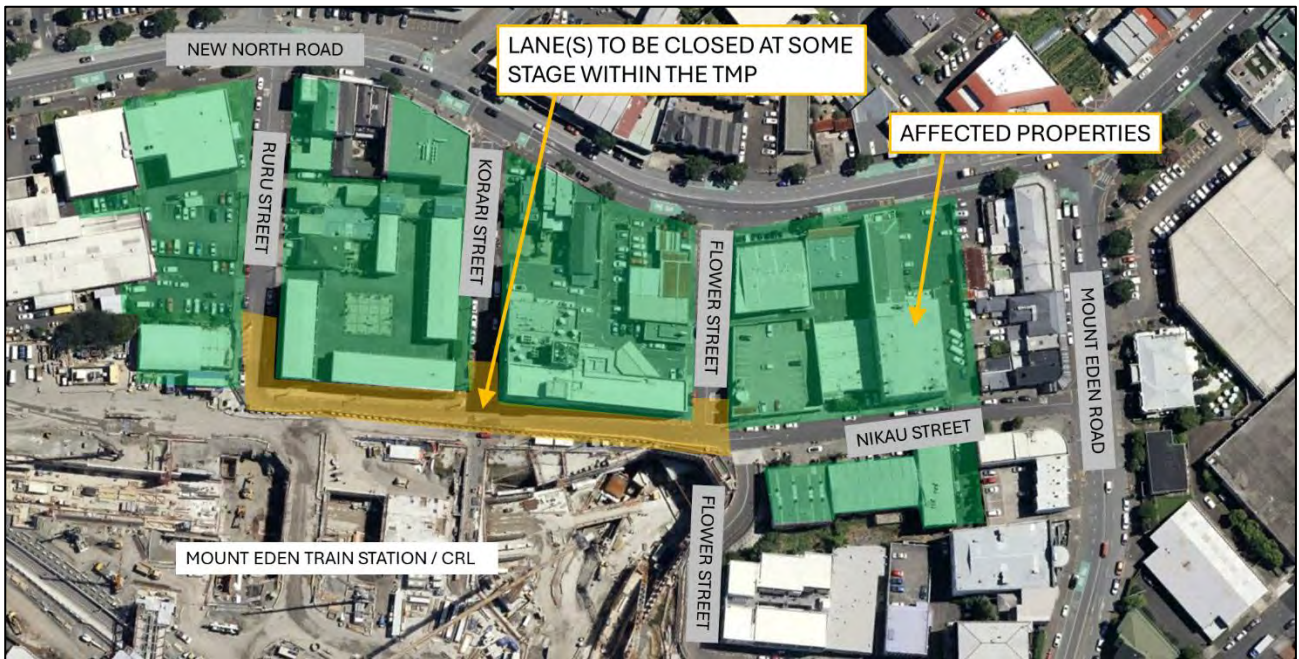
		<p>looks to be closed at Stage 2A, breaching condition 30.1(e)</p> 
<p>Nikau/Ruru Cnr</p>	<p>City Storage</p>	 <ul style="list-style-type: none"> ◆ City storage has 2 vehicle accesses onto Nikau Street as shown in the above image. Currently, the eastern access is open as the western side is closed as part of the Stage 1 TMP ◆ With Stages 2 and 2a, the reverse will be true (with the western access open and the eastern access closed) as the lane closures move towards Korari Street ◆ Access to both will resume with Stage 3 as all lanes reopen ◆ The greatest impact will be at Stage 4 where the entire frontage of City Storage will be closed (for a single day). However, access via one roller door may be possible and would be managed by a traffic controller

Figure 7: Sites impacted by the Proposal



5 MITIGATION OF EFFECTS

The above potential adverse effects will be mitigated through the TMPs to ensure appropriate mitigation measures are in place to protect all road users.

Nonetheless, we believe the following recommendation should be considered:

- ◆ The no parking yellow lines on the southern side of New North Road should be extended by approximately 10m for the duration of the works (temporary), as shown in Figure 8. This will increase visibility for exiting vehicles from Ruru Street
- ◆ Consideration could also be given to lowering the speed limit on New North Road near the intersection of Ruru Street for the duration of the works, or at least to monitor speeds and incidents in this area, with speed reductions to be implemented if necessary.

Figure 8: No parking lines



By monitoring the speed environment and increasing visibility, these mitigating measures will help achieve greater safety at the intersection for all road users, whilst also complying with condition 30.1(f) of the CRL designation conditions by assisting right-turning vehicles from Ruru Street.

6 CONCLUSIONS

Based on the analysis described in this report, it can be concluded that the proposed TMP associated with the Works in the vicinity of Nikau Street are predicted to result in negligible to low-risk adverse effects relating to the function, capacity, and safety of the surrounding transport network. The adverse effects consider general vehicle delays, pedestrian and other active mode users and public transport delays, providing an overall representation of potential effects for all users of each street and services they provide for.

The following summarises the conclusions for each of the main effects:

6.1 Public Transport

No bus routes or bus stops are currently located within the working area. Additionally, it is not expected that works will affect bus routes on adjacent corridors due to queuing resulting from the temporary traffic management measurements in place.

The temporary effects on public transport are considered negligible.

6.2 Pedestrians and Cyclists

Pedestrian accessibility will be maintained throughout the works, with traffic management plans in place to ensure all movement can be carried out in a safe manner.

The temporary effects pertaining to pedestrians and cyclists are considered negligible.

6.3 Property Access

As discussed in section 4.7, property access to City Storage and the Discovery NZ building is impacted and changes throughout the varying TMP stages. This will have a direct impact on staff parking (City Storage) and how these buildings are serviced, and from where.












The localised, temporary effects pertaining to property access are considered moderate.

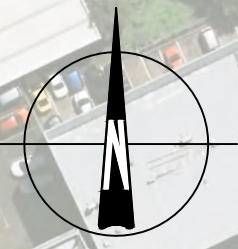
6.4 General Traffic

Vehicles will be impacted due to the transformation of certain roads into cul-de-sacs, in turn forcing cars to enter and exit that road via the same avenue instead of using other roads as a thoroughfare. Delays will also be experienced throughout the works due to lane closures and the presence of work equipment to help guide vehicles

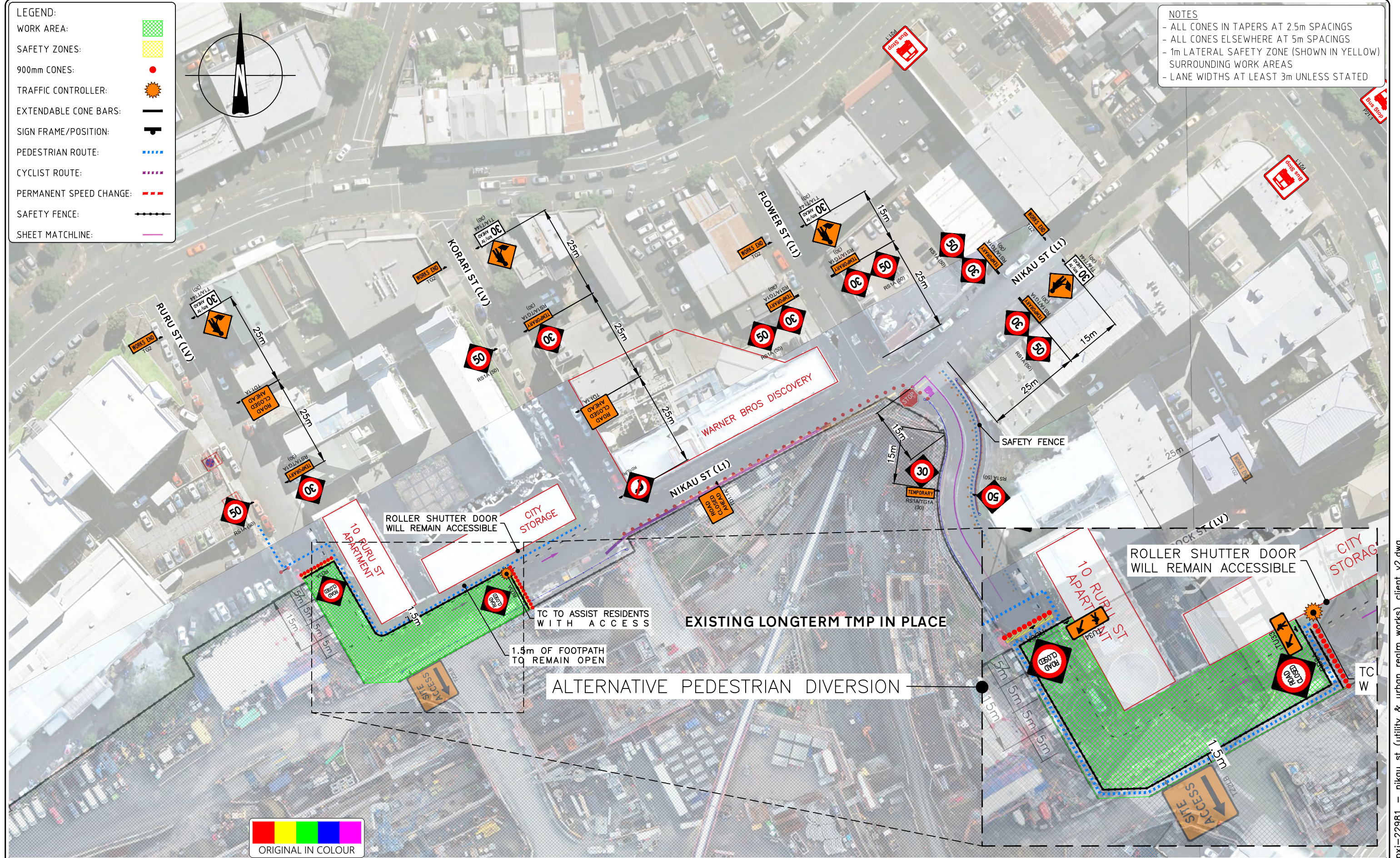
The temporary effects pertaining to general vehicle travel times are considered low.

APPENDIX A Temporary Traffic Management Plans and tracking plans

- LEGEND:**
- WORK AREA: 
 - SAFETY ZONES: 
 - 900mm CONES: 
 - TRAFFIC CONTROLLER: 
 - EXTENDABLE CONE BARS: 
 - SIGN FRAME/POSITION: 
 - PEDESTRIAN ROUTE: 
 - CYCLIST ROUTE: 
 - PERMANENT SPEED CHANGE: 
 - 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	Chkd	Date
0	INITIAL DRAWING	JL	SL	13/11/2021

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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:



DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 1

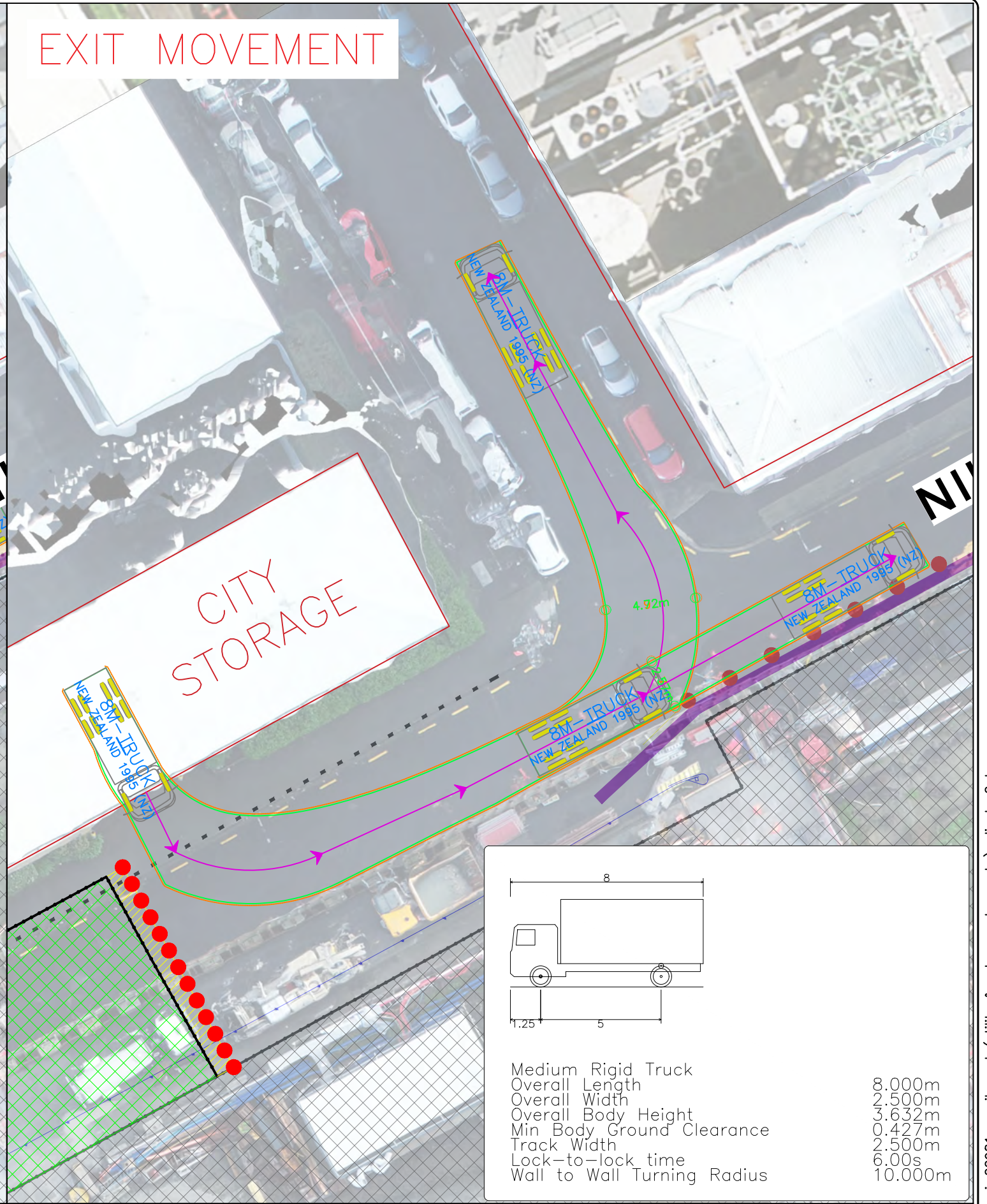
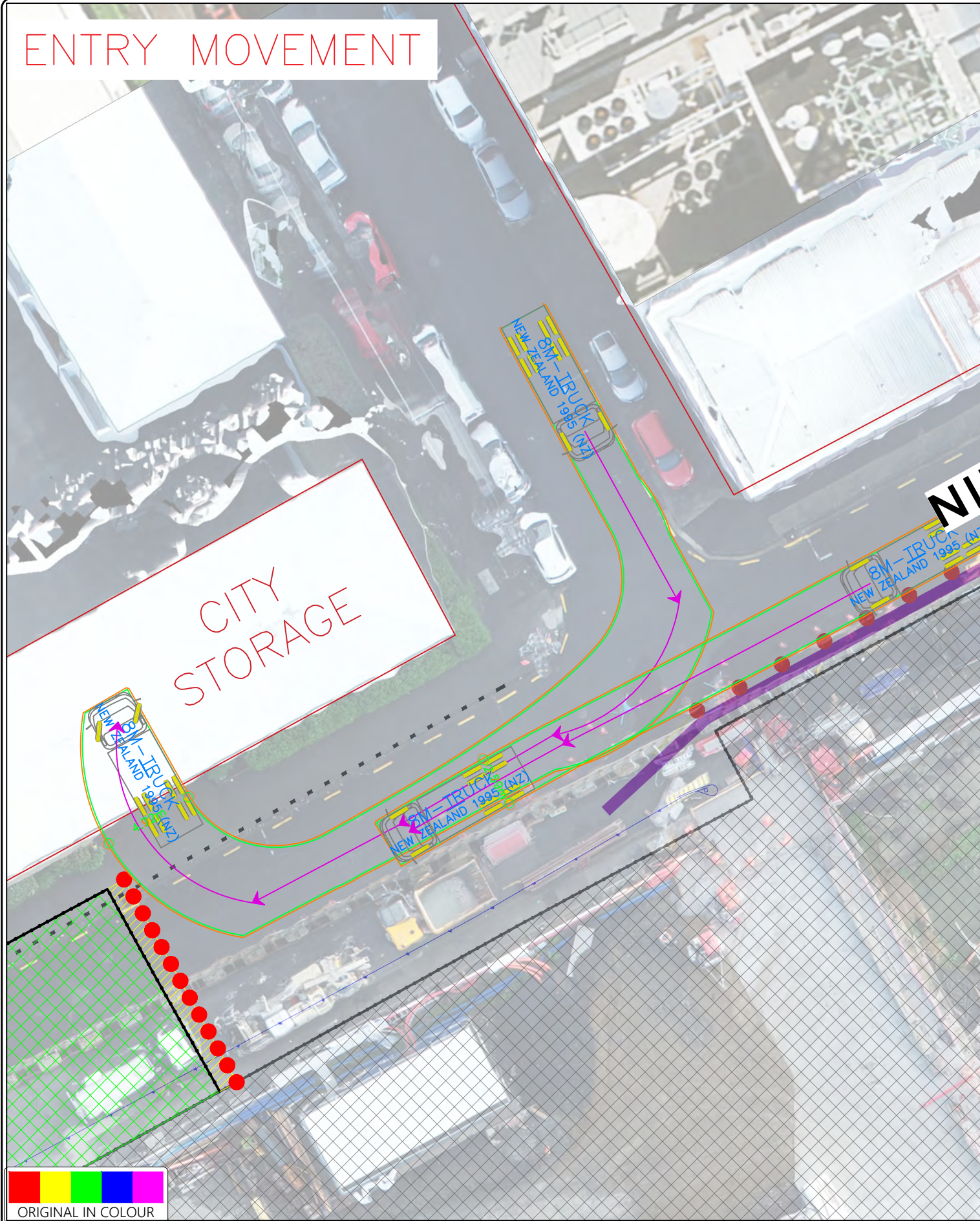
DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 1 of 5

pxj-22981 - nikau st (utility & urban realm works)_client v2.dwg

ENTRY MOVEMENT

EXIT MOVEMENT



Medium Rigid Truck

Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	10.000m



Rev	Description	By	Chkd	Date
0	INITIAL DRAWING	J.L.	S.Z.	4

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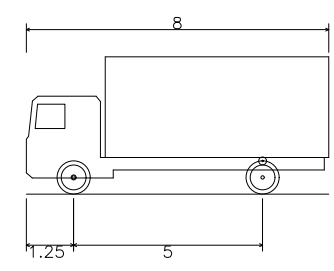
URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
VEHICLE TRACKING FOR STAGE 1

DRAWING TITLE:

PXJ-22981

SHEET NO:
Sheet 1A of 5

RURU ST (LV)



Medium Rigid Truck	
Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	10.000m

LINK ALLIANCE
CAR PARK

10 RURU ST
APARTMENT

CITY
STORAGE

NIKAU ST (L1)

EXIS

RUBBISH / TRUCK
TURN-AROUND MOVEMENT



Rev	Description	By	Chkd	Date
0	INITIAL DRAWING	J.T.		2-0 5-2 4

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DRAWN & CHECKED BY:
John Zamora (#118349)
Fong Lim (Level 2/3 NP, #52551, 13/11/2021)

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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

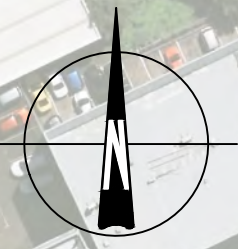
DRAWING TITLE:

URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
TURN-AROUND MOVEMENT FOR STAGE 1

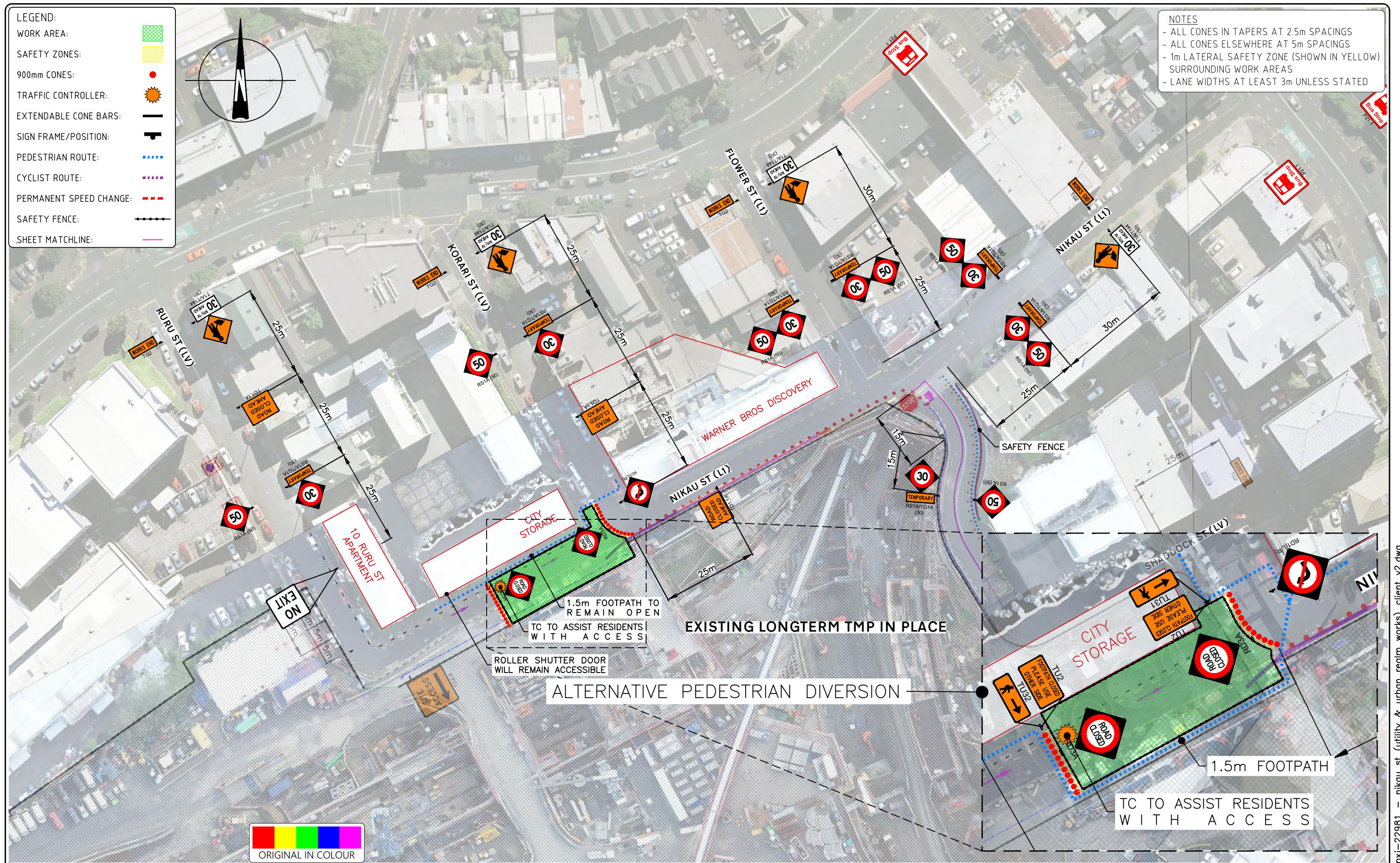
DRAWING TITLE:
PXJ-22981

SHEET NO:
Sheet 1B of 5

- LEGEND:**
- WORK AREA:
 - SAFETY ZONES:
 - 900mm CONES:
 - TRAFFIC CONTROLLER:
 - EXTENDABLE CONE BARS:
 - SIGN FRAME/POSITION:
 - PEDESTRIAN ROUTE:
 - CYCLIST ROUTE:
 - PERMANENT SPEED CHANGE:
 - 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	Chkd	Date
0	INITIAL DRAWING	JL	SL	13/11/2021

PROJECT:
 Bryce Traffic Solutions Limited
 PO Box 217141 Botany Junction
 Auckland, 2164
 Telephone: +64 (9) 274 0132
 Web: www.brycetraffic.co.nz
 Email: lyndon@brycetraffic.co.nz

ORIGINAL SCALE:
 N.T.S

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DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 2

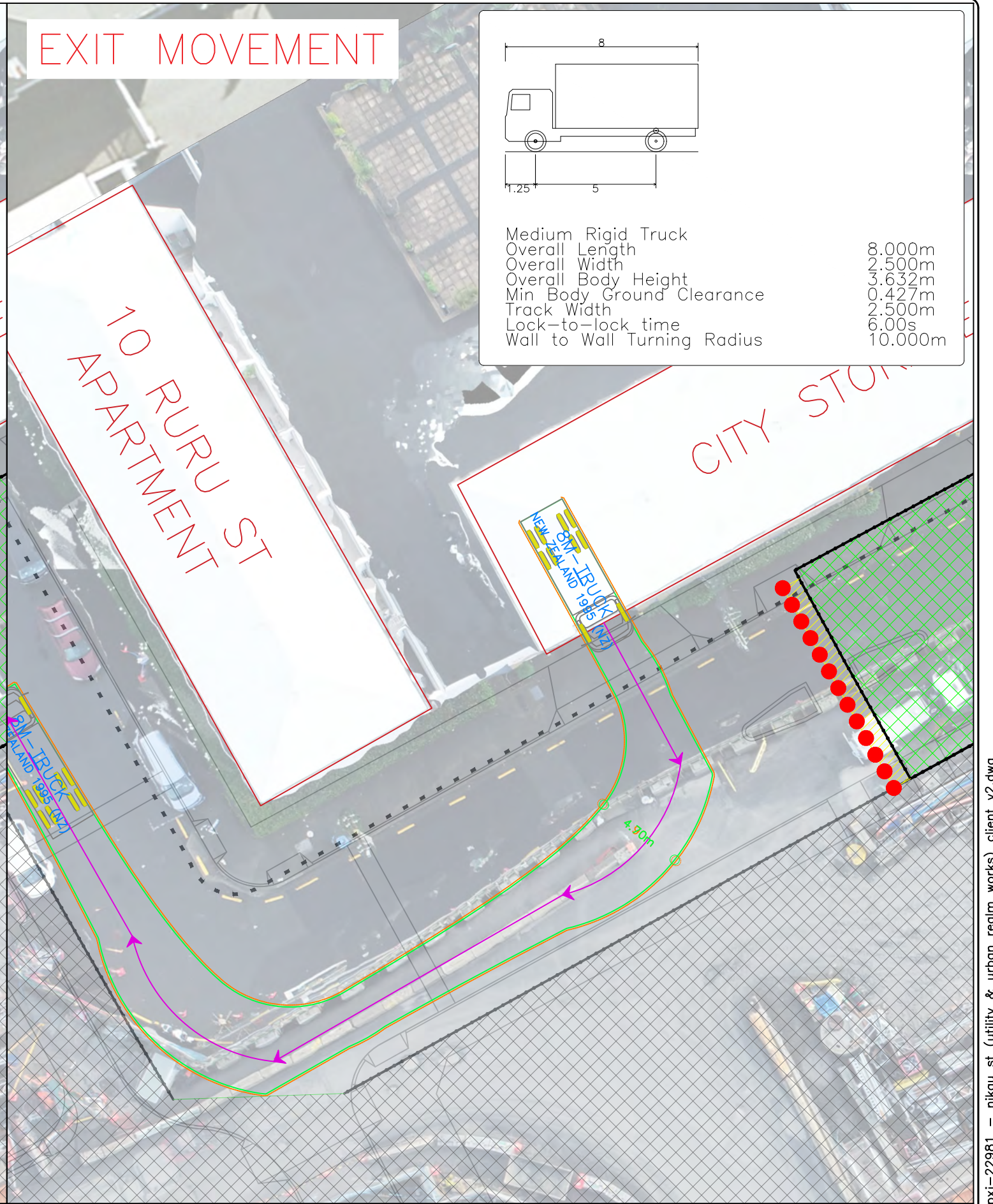
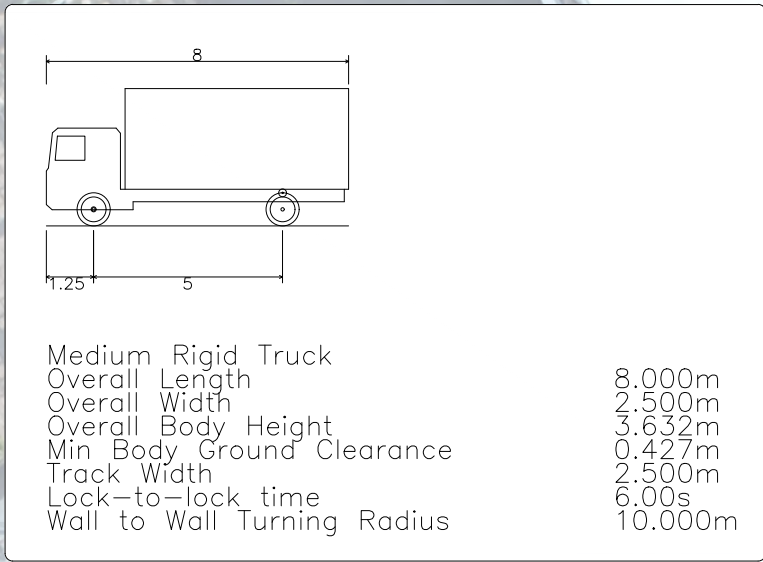
DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 2 of 5

pxj-22981 - nikau st (utility & urban realm works)_client v2.dwg

ENTRY MOVEMENT

EXIT MOVEMENT



Rev	Description	By	Chkd	Date
0	INITIAL DRAWING	J.T.	5.2	4

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 Email: lyndon@brycetraffic.co.nz

ORIGINAL SCALE:
 N.T.S

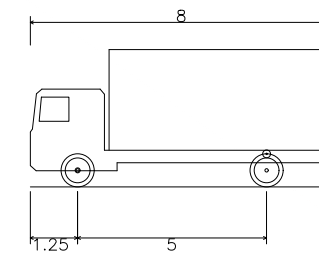
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DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 2

DRAWING TITLE:
 PXJ-22981
 SHEET NO:
 Sheet 2A of 5

RUBBISH / TRUCK TURN-AROUND MOVEMENT



Medium Rigid Truck	
Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	10.000m

LINK ALLIANCE
CAR PARK



10 RURU ST
APARTMENT

CITY
STORAGE

NO
EXIT

RURU ST (LV)

NIK



Rev	Description	By	Chkd	Date
0	INITIAL DRAWING	J.T.	S.Z.	4

PROJECT:
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Telephone: +64 (9) 274 0132
Web: www.brycetraffic.co.nz
Email: lyndon@brycetraffic.co.nz

ORIGINAL SCALE:
N.T.S

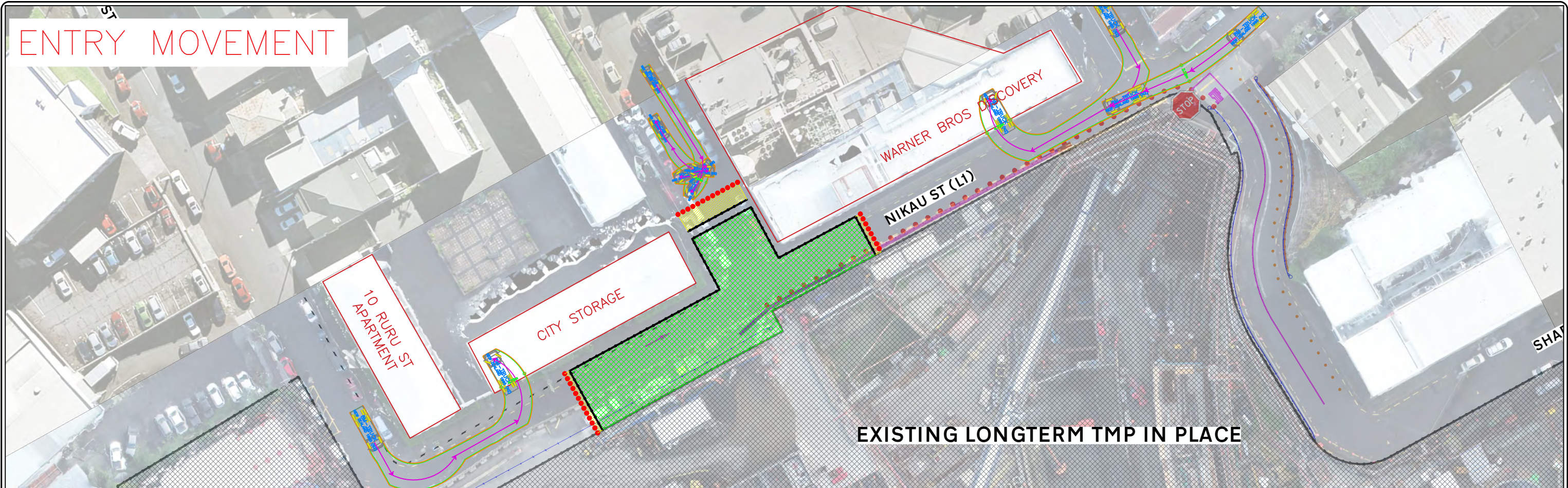
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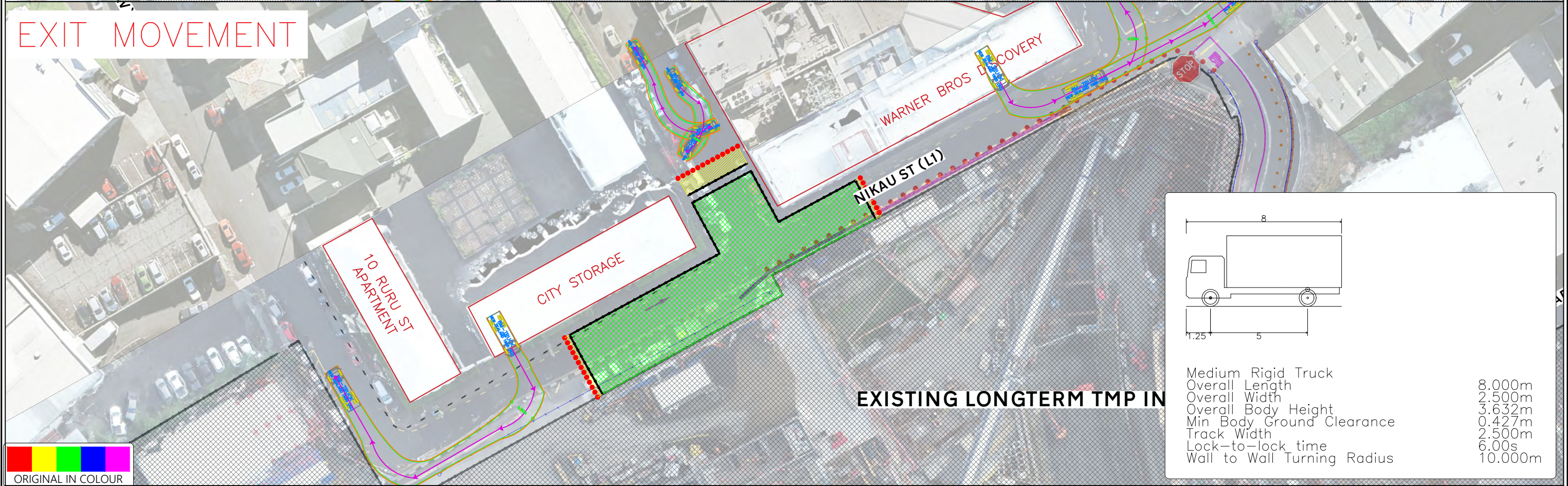
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URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
TURN-AROUND MOVEMENT FOR STAGE 2

DRAWING TITLE:
PXJ-22981
SHEET NO:
Sheet 2B of 5

ENTRY MOVEMENT



EXIT MOVEMENT



Medium Rigid Truck
 Overall Length 8.000m
 Overall Width 2.500m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.427m
 Track Width 2.500m
 Lock-to-lock time 6.00s
 Wall to Wall Turning Radius 10.000m



Rev	Description	By	Chkd	Date
0	INITIAL DRAWING	J.T.	S.2	13/11/2021

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 Web: www.brycetraffic.co.nz
 Email: lyndon@brycetraffic.co.nz

ORIGINAL SCALE:
 N.T.S

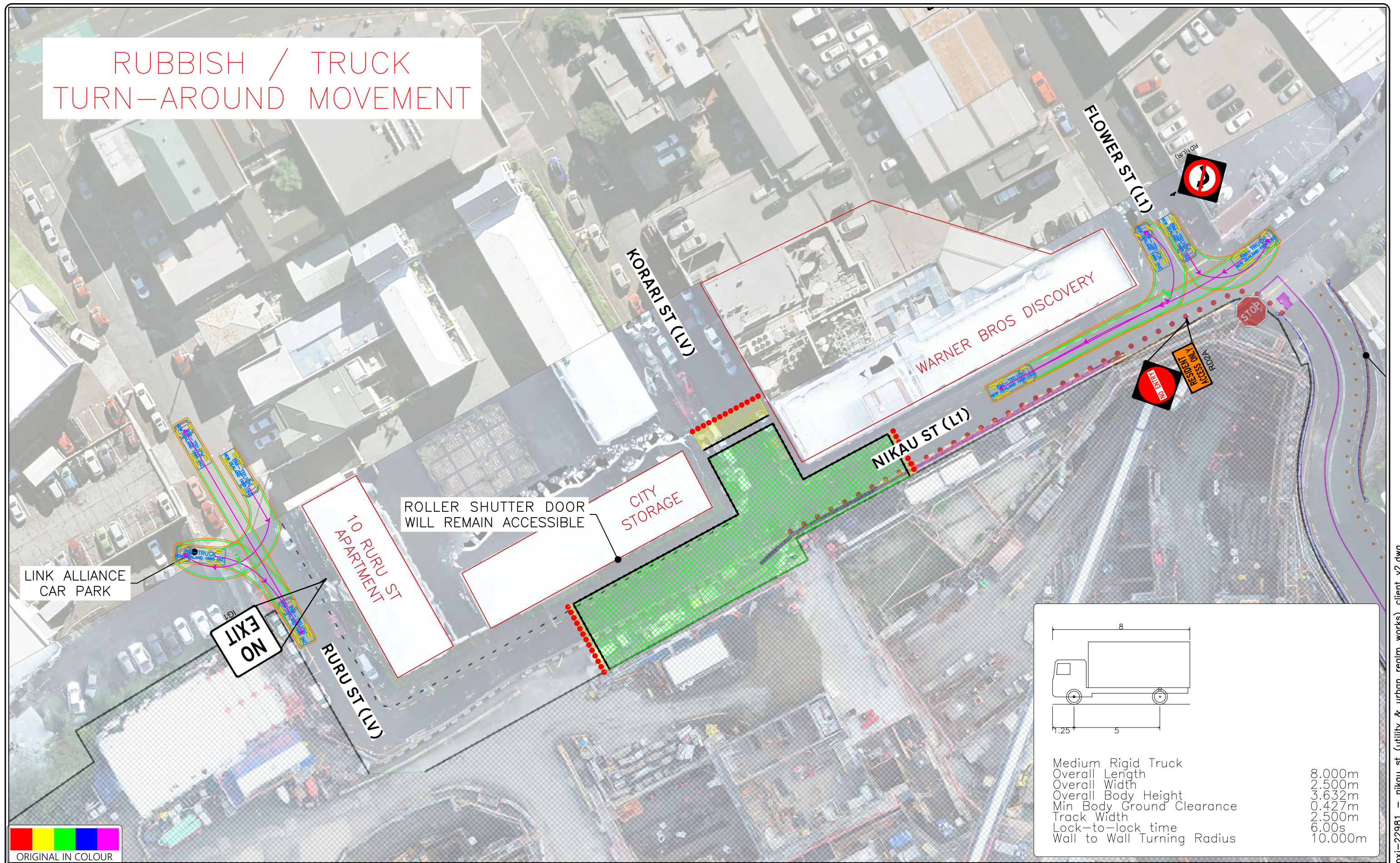
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DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 2A

DRAWING TITLE:
 PXJ-22981
 SHEET NO:
 Sheet 3A of 5

RUBBISH / TRUCK TURN-AROUND MOVEMENT



ROLLER SHUTTER DOOR
WILL REMAIN ACCESSIBLE

10 RURU ST
APARTMENT

CITY
STORAGE

WARNER BROS DISCOVERY

LINK ALLIANCE
CAR PARK

NO
EXIT

Medium Rigid Truck
 Overall Length 8.000m
 Overall Width 2.500m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.427m
 Track Width 2.500m
 Lock-to-lock time 6.00s
 Wall to Wall Turning Radius 10.000m



Rev	Description	By	Chkd	Date
0	INITIAL DRAWING	J.T.	S.2	4












PROJECT:
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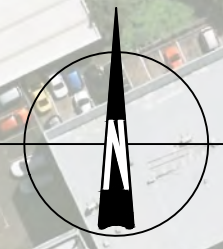
ORIGINAL SCALE:
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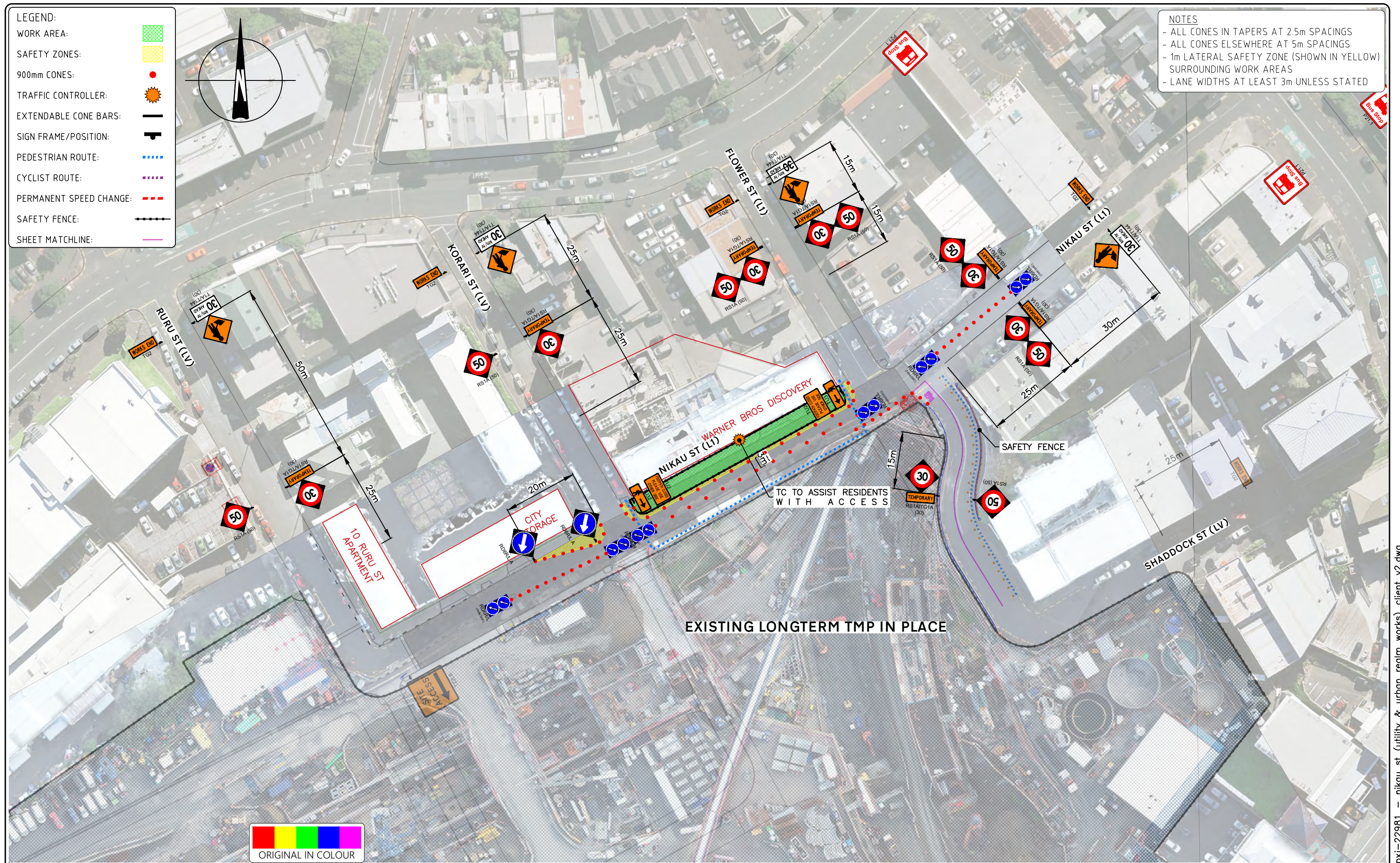
DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 TURN-AROUND MOVEMENT FOR STAGE 2A

DRAWING TITLE:
 PXJ-22981
 SHEET NO:
 Sheet 3B of 5

- LEGEND:**
- WORK AREA: 
 - SAFETY ZONES: 
 - 900mm CONES: 
 - TRAFFIC CONTROLLER: 
 - EXTENDABLE CONE BARS: 
 - SIGN FRAME/POSITION: 
 - PEDESTRIAN ROUTE: 
 - CYCLIST ROUTE: 
 - PERMANENT SPEED CHANGE: 
 - 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	Chkd	Date
0	INITIAL DRAWING			
1				
2				
3				
4				

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 Web: www.brycetraffic.co.nz
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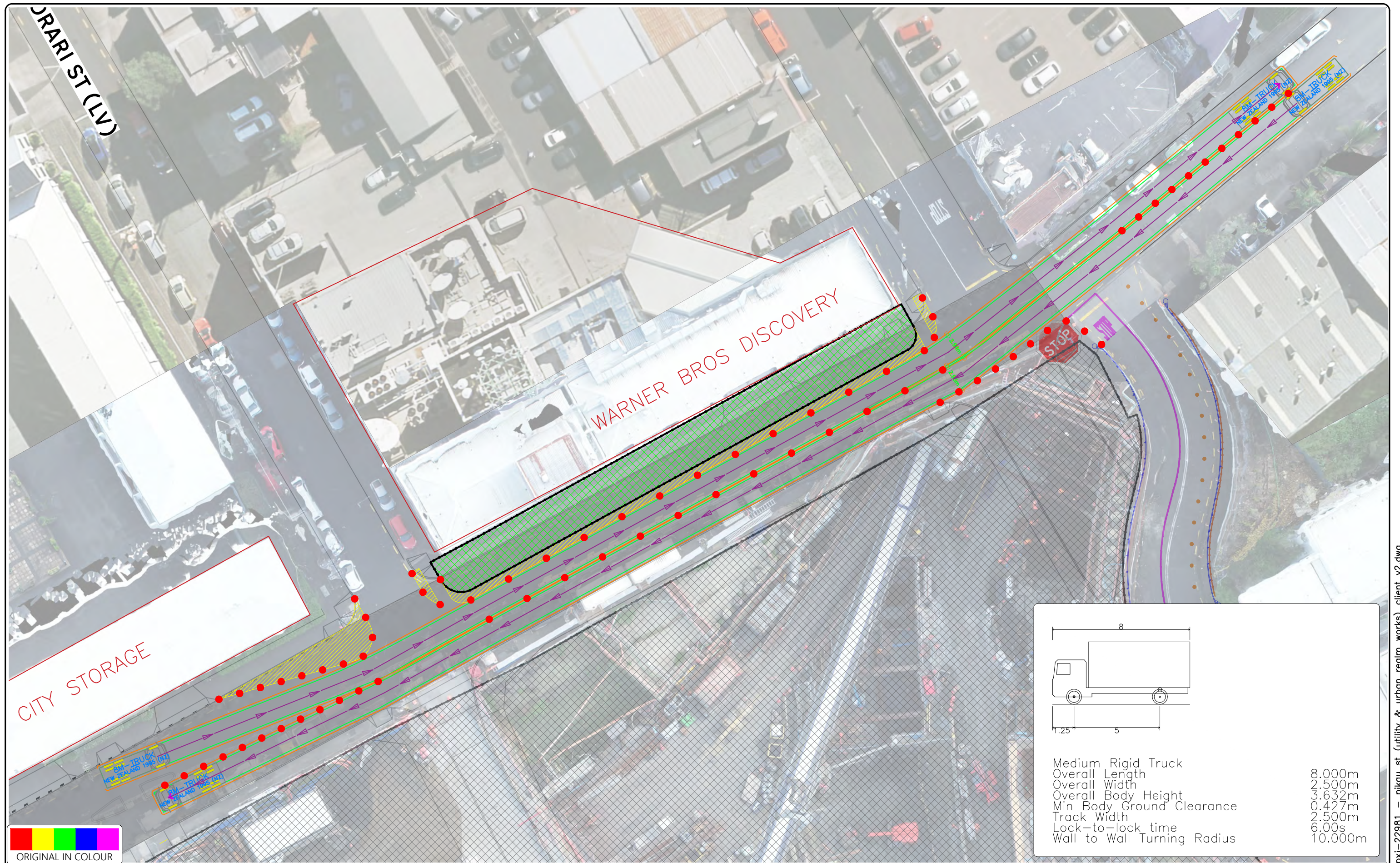
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DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 3

DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 4 of 5



Rev	Description	By	Chkd	Date
0	INITIAL DRAWING	J.T.	S.Z.	13/11/2021

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URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 3

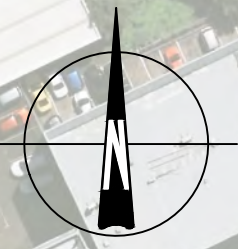
DRAWING TITLE:

PXJ-22981

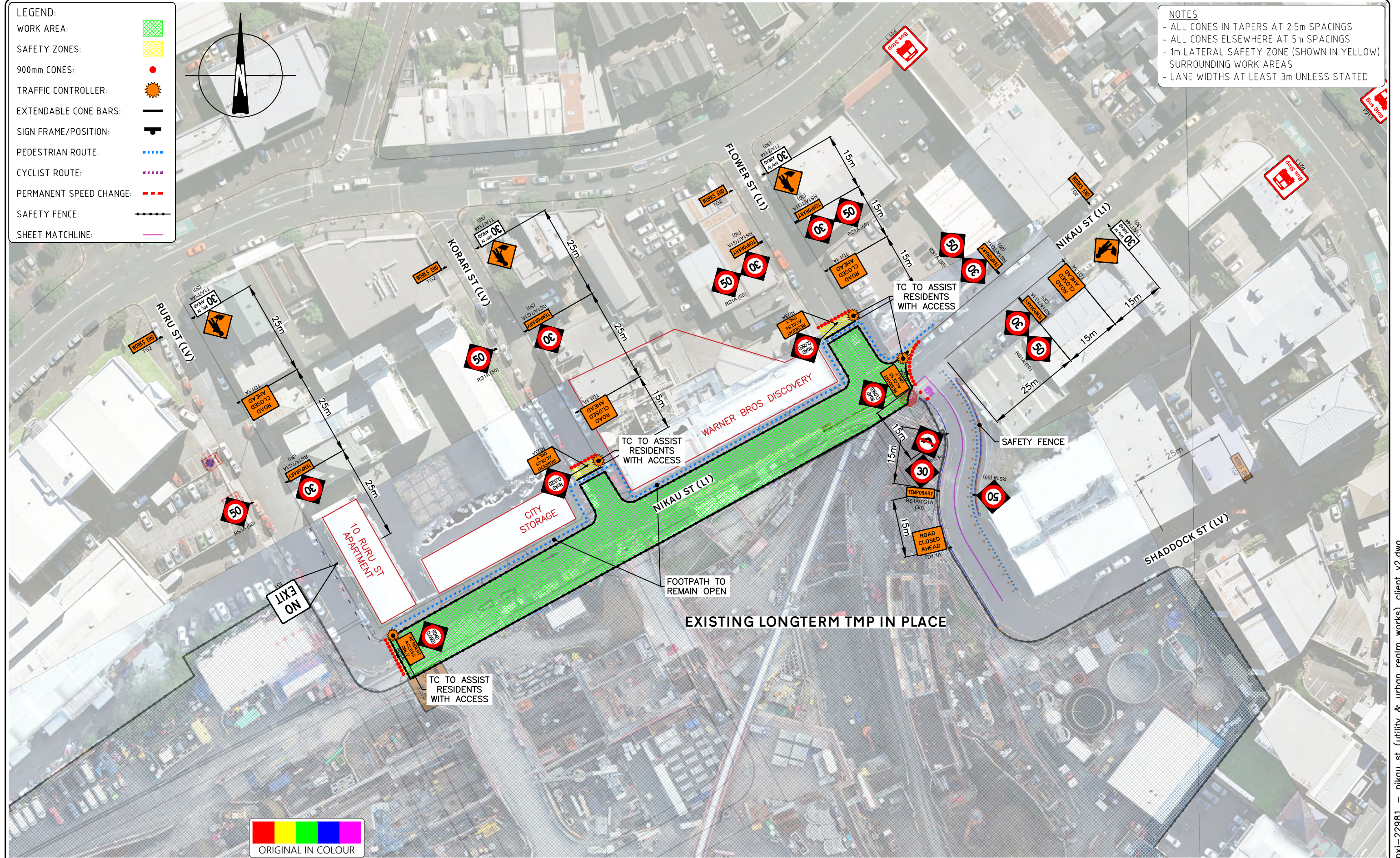
SHEET NO:

Sheet 4A of 5

- LEGEND:**
- WORK AREA:
 - SAFETY ZONES:
 - 900mm CONES:
 - TRAFFIC CONTROLLER:
 - EXTENDABLE CONE BARS:
 - SIGN FRAME/POSITION:
 - PEDESTRIAN ROUTE:
 - CYCLIST ROUTE:
 - PERMANENT SPEED CHANGE:
 - 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	Chkd	Date
0	INITIAL DRAWING	JL	SL	13/11/2021

PROJECT:
 Bryce Traffic Solutions Limited
 PO Box 217141 Botany Junction
 Auckland, 2164
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 Web: www.brycetraffic.co.nz
 Email: lyndon@brycetraffic.co.nz

ORIGINAL SCALE:
 N.T.S

DRAWN & CHECKED BY:
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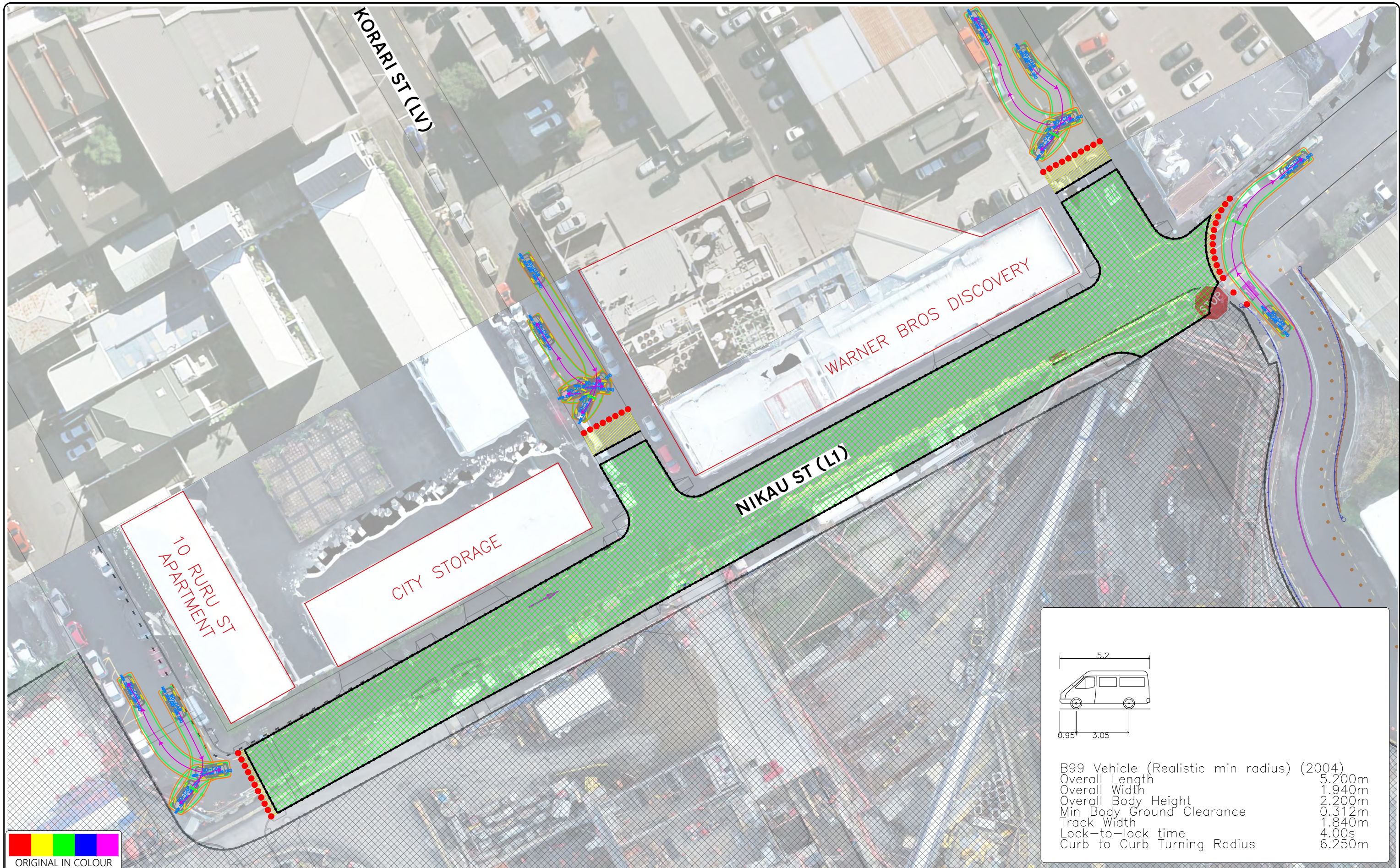
PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 4

DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 5 of 5

pxj-22981 - nikau st (utility & urban realm works)_client v2.dwg



Rev	Description	By	Chkd	Date
0	INITIAL DRAWING	J.T.	S.Z.	13/11/2021

PROJECT:

Bycye Traffic Solutions Limited
 PO Box 217141 Botany Junction
 Auckland, 2164

Telephone: +64 (9) 274 0132
 Web: www.brycetraffic.co.nz
 Email: lyndon@brycetraffic.co.nz

ORIGINAL SCALE:
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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
**URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 4**

DRAWING TITLE:
PXJ-22981

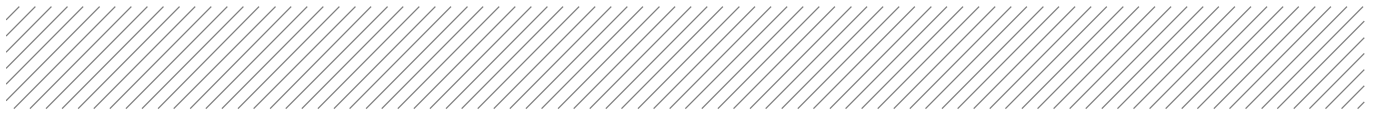
SHEET NO:
Sheet 5A of 5



Appendix C Drawings Set

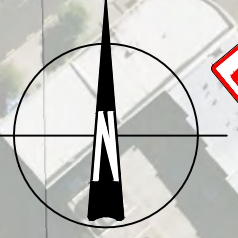
CRL Urban Realm Works – Nikau Street, Eden Terrace

Issued by CRL, dated May 2024



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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



LEGEND:

- WORK AREA:
- SAFETY ZONES:
- 900mm CONES:
- TRAFFIC CONTROLLER:
- EXTENDABLE CONE BARS:
- SIGN FRAME/POSITION:
- PEDESTRIAN ROUTE:
- CYCLIST ROUTE:
- PERMANENT SPEED CHANGE:
- SAFETY FENCE:
- SHEET MATCHLINE:

ORIGINAL IN COLOUR

Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

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DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 1

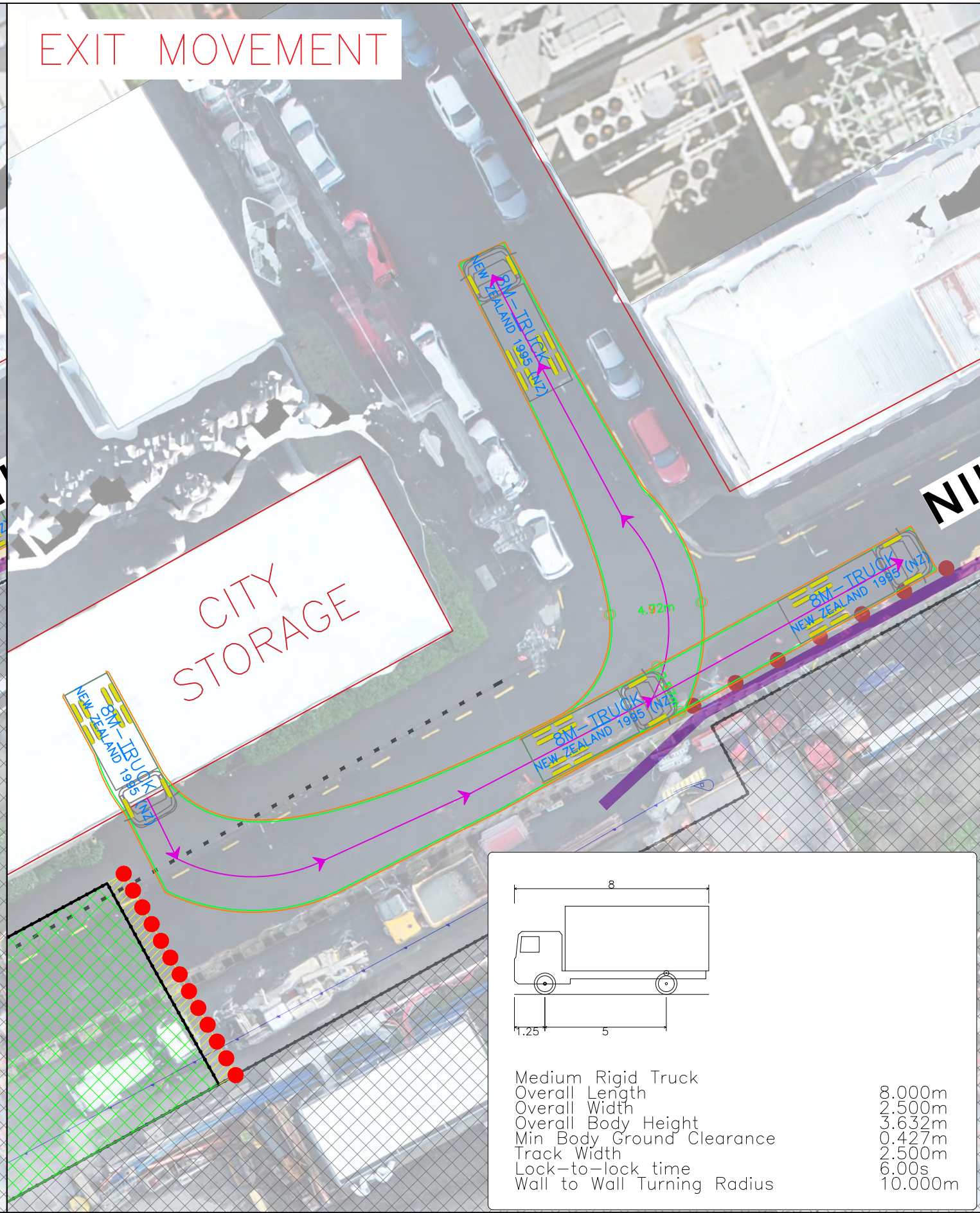
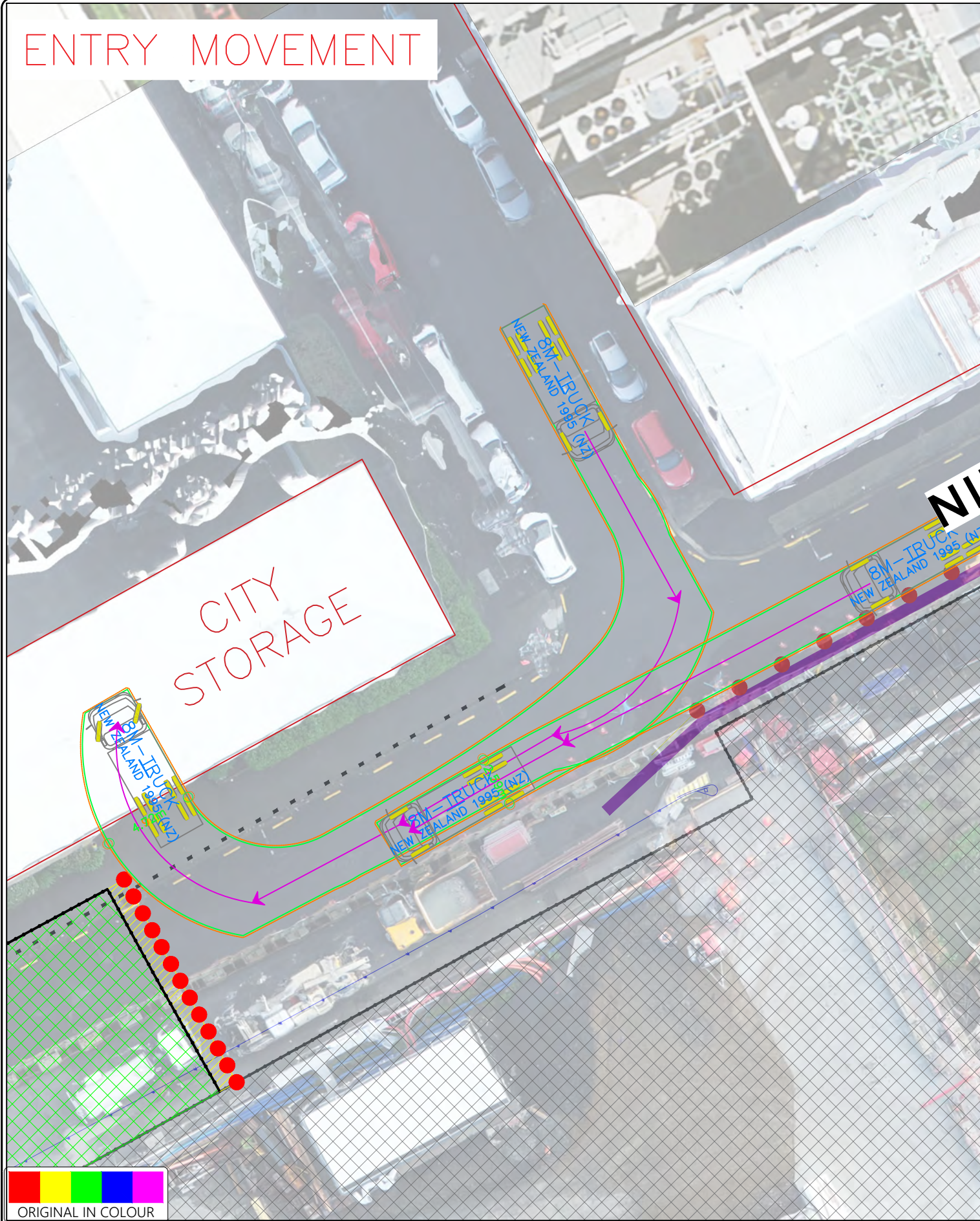
DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 1 of 5

pxj-22981 - nikau st (utility & urban realm works)_client v3.dwg

ENTRY MOVEMENT

EXIT MOVEMENT



Medium Rigid Truck

Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	10.000m



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

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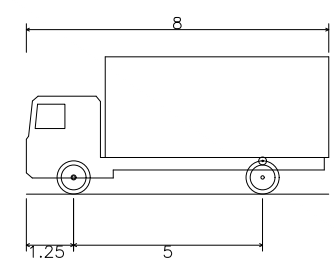
PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
**URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
VEHICLE TRACKING FOR STAGE 1**

DRAWING TITLE:
PXJ-22981

SHEET NO:
Sheet 1A of 5

RURU ST (LV)



Medium Rigid Truck	
Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	10.000m

LINK ALLIANCE
CAR PARK

10 RURU ST
APARTMENT

CITY
STORAGE

NIKAU ST (L1)

EXIS

RUBBISH / TRUCK
TURN-AROUND
MOVEMENT



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

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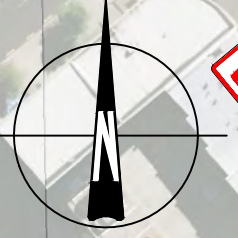
PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
TURN-AROUND MOVEMENT FOR STAGE 1

DRAWING TITLE:
PXJ-22981

SHEET NO:
Sheet 1B of 5

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



LEGEND:

WORK AREA:

SAFETY ZONES:

900mm CONES:

TRAFFIC CONTROLLER:

EXTENDABLE CONE BARS:

SIGN FRAME/POSITION:

PEDESTRIAN ROUTE:

CYCLIST ROUTE:

PERMANENT SPEED CHANGE:

SAFETY FENCE:

SHEET MATCHLINE:

ORIGINAL IN COLOUR

Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 2

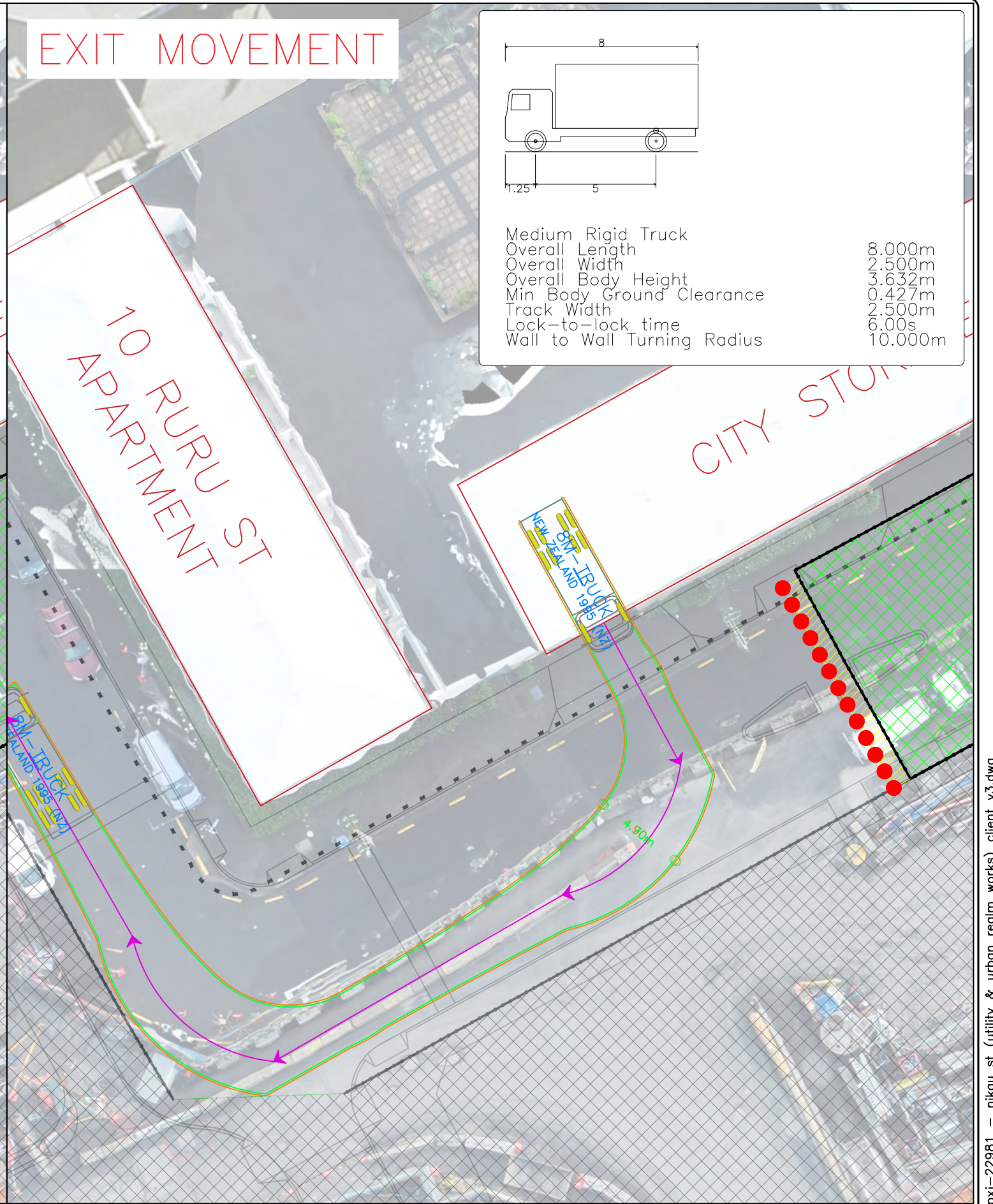
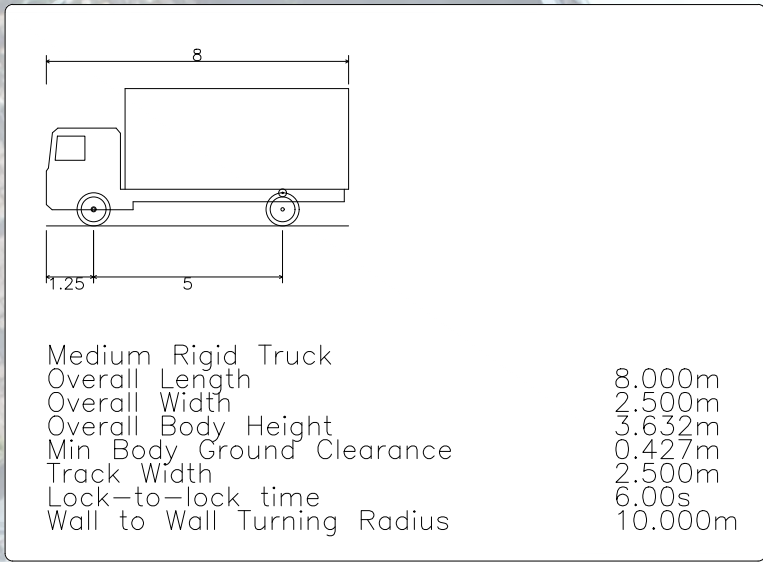
DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 2 of 5

pxj-22981 - nikau st (utility & urban realm works)_client v3.dwg

ENTRY MOVEMENT

EXIT MOVEMENT



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

DRAWN & CHECKED BY:
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 Fong Lim (Level 2/3 NP, #52551, 13/11/2021)

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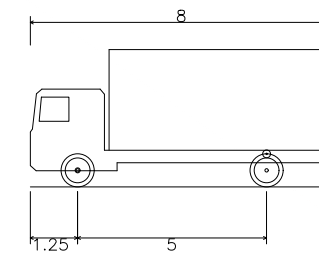
PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 2

DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 2A of 5

RUBBISH / TRUCK TURN-AROUND MOVEMENT



Medium Rigid Truck	
Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	10.000m

LINK ALLIANCE
CAR PARK



10 RURU ST
APARTMENT

CITY
STORAGE

RURU ST (LV)

NIK



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

DRAWN & CHECKED BY:
John Zamora (#118349)
Fong Lim (Level 2/3 NP, #52551, 13/11/2021)

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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
TURN-AROUND MOVEMENT FOR STAGE 2

DRAWING TITLE:
PXJ-22981

SHEET NO:
Sheet 2B of 5

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



LEGEND:

WORK AREA:

SAFETY ZONES:

900mm CONES:

TRAFFIC CONTROLLER:

EXTENDABLE CONE BARS:

SIGN FRAME/POSITION:

PEDESTRIAN ROUTE:

CYCLIST ROUTE:

PERMANENT SPEED CHANGE:

SAFETY FENCE:

SHEET MATCHLINE:

ORIGINAL IN COLOUR

Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

DRAWN & CHECKED BY:
 John Zamora (#118349)
 Fang Lim (Level 2/3 NP, #52551, 13/11/2021)

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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

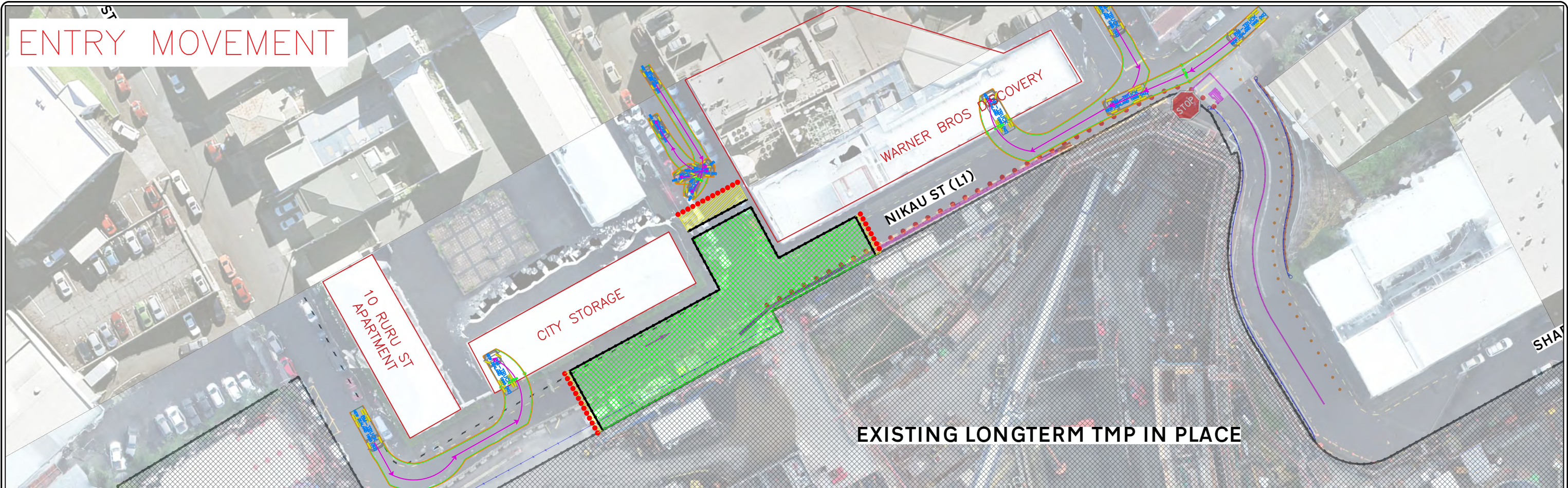
DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 2A

DRAWING TITLE:
 PXJ-22981

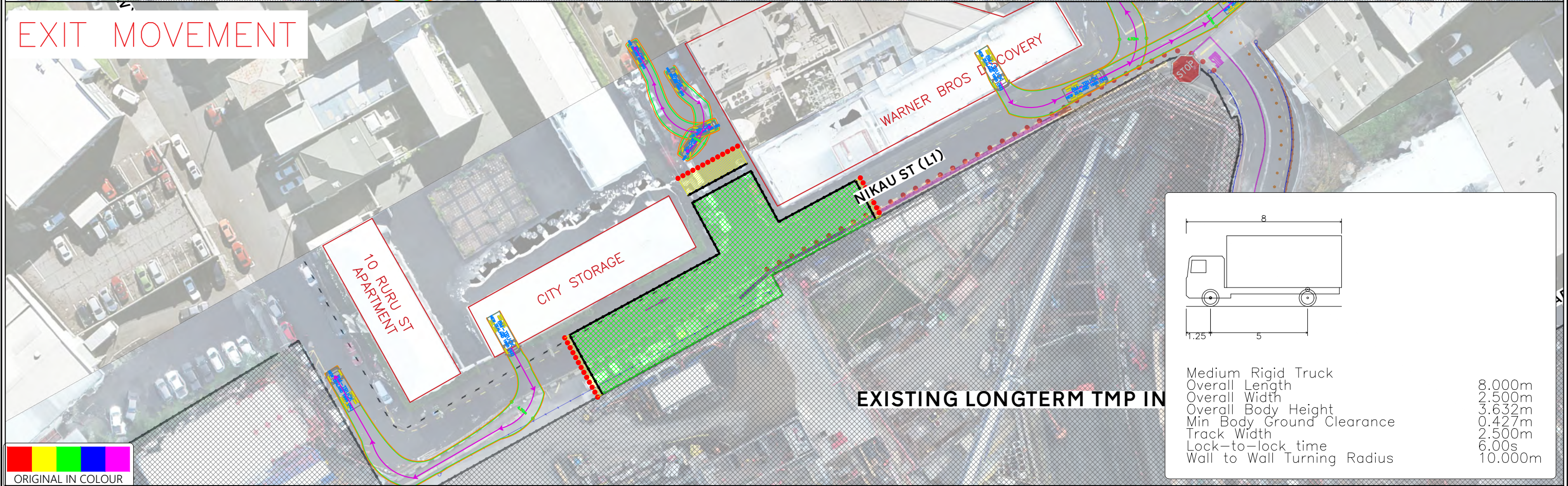
SHEET NO:
 Sheet 3 of 5

pxj-22981 - nikau st (utility & urban realm works)_client v3.dwg

ENTRY MOVEMENT



EXIT MOVEMENT



Medium Rigid Truck
 Overall Length 8.000m
 Overall Width 2.500m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.427m
 Track Width 2.500m
 Lock-to-lock time 6.00s
 Wall to Wall Turning Radius 10.000m



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S.

DRAWN & CHECKED BY:
 John Zamora (#118349)
 Fong Lim (Level 2/3 NP, #52551, 13/11/2021)

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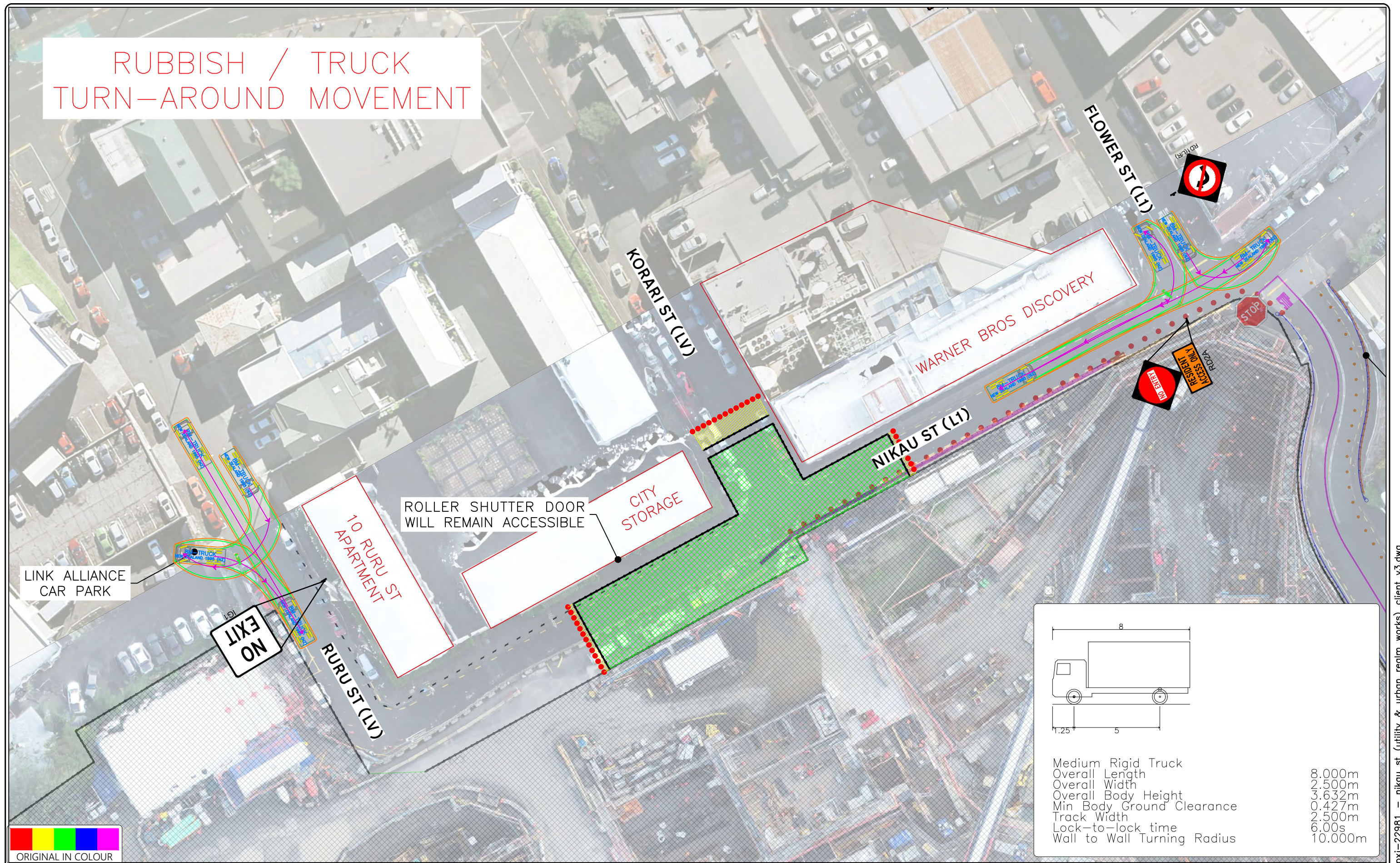
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 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 2A

DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 3A of 5

RUBBISH / TRUCK TURN-AROUND MOVEMENT



LINK ALLIANCE
CAR PARK

ROLLER SHUTTER DOOR
WILL REMAIN ACCESSIBLE

CITY
STORAGE

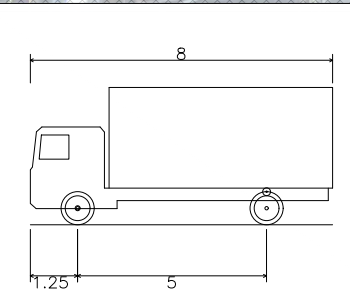
10 RURU ST
APARTMENT

WARNER BROS DISCOVERY

NO
EXIT

ACCESS ONLY
PEZAS

STOP



Medium Rigid Truck	
Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	10.000m



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE:
N.T.S

DRAWN & CHECKED BY:
John Zamora (#118349)
Fong Lim (Level 2/3 NP, #52551, 13/11/2021)

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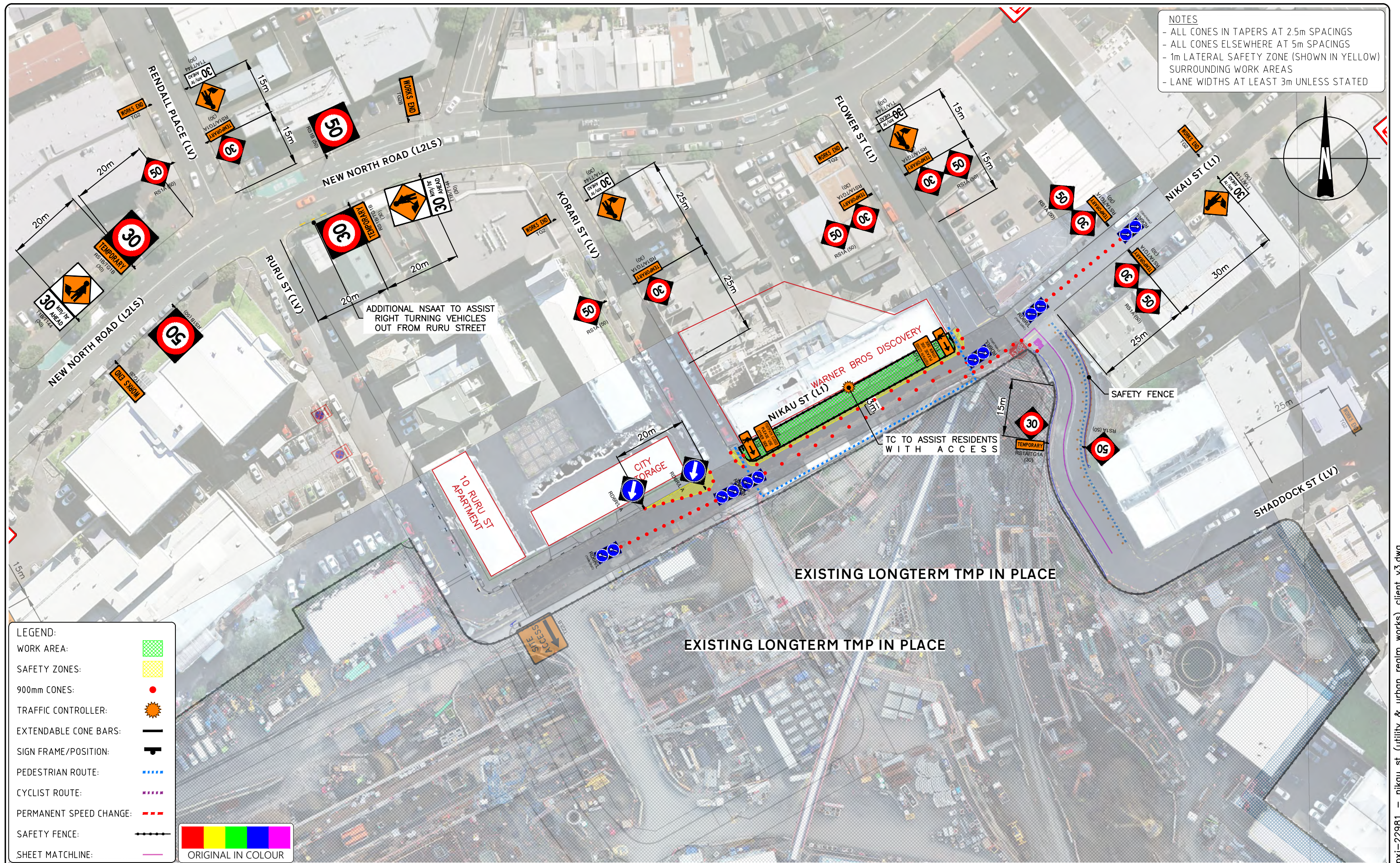
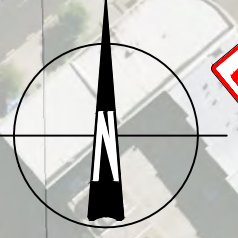
PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
**URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
TURN-AROUND MOVEMENT FOR STAGE 2A**

DRAWING TITLE:
PXJ-22981

SHEET NO:
Sheet 3B of 5

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



LEGEND:

- WORK AREA:
- SAFETY ZONES:
- 900mm CONES:
- TRAFFIC CONTROLLER:
- EXTENDABLE CONE BARS:
- SIGN FRAME/POSITION:
- PEDESTRIAN ROUTE:
- CYCLIST ROUTE:
- PERMANENT SPEED CHANGE:
- SAFETY FENCE:
- SHEET MATCHLINE:

ORIGINAL IN COLOUR

Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

DRAWN & CHECKED BY:
 John Zamora (#118349)
 Fong Lim (Level 2/3 NP, #52551, 13/11/2021)

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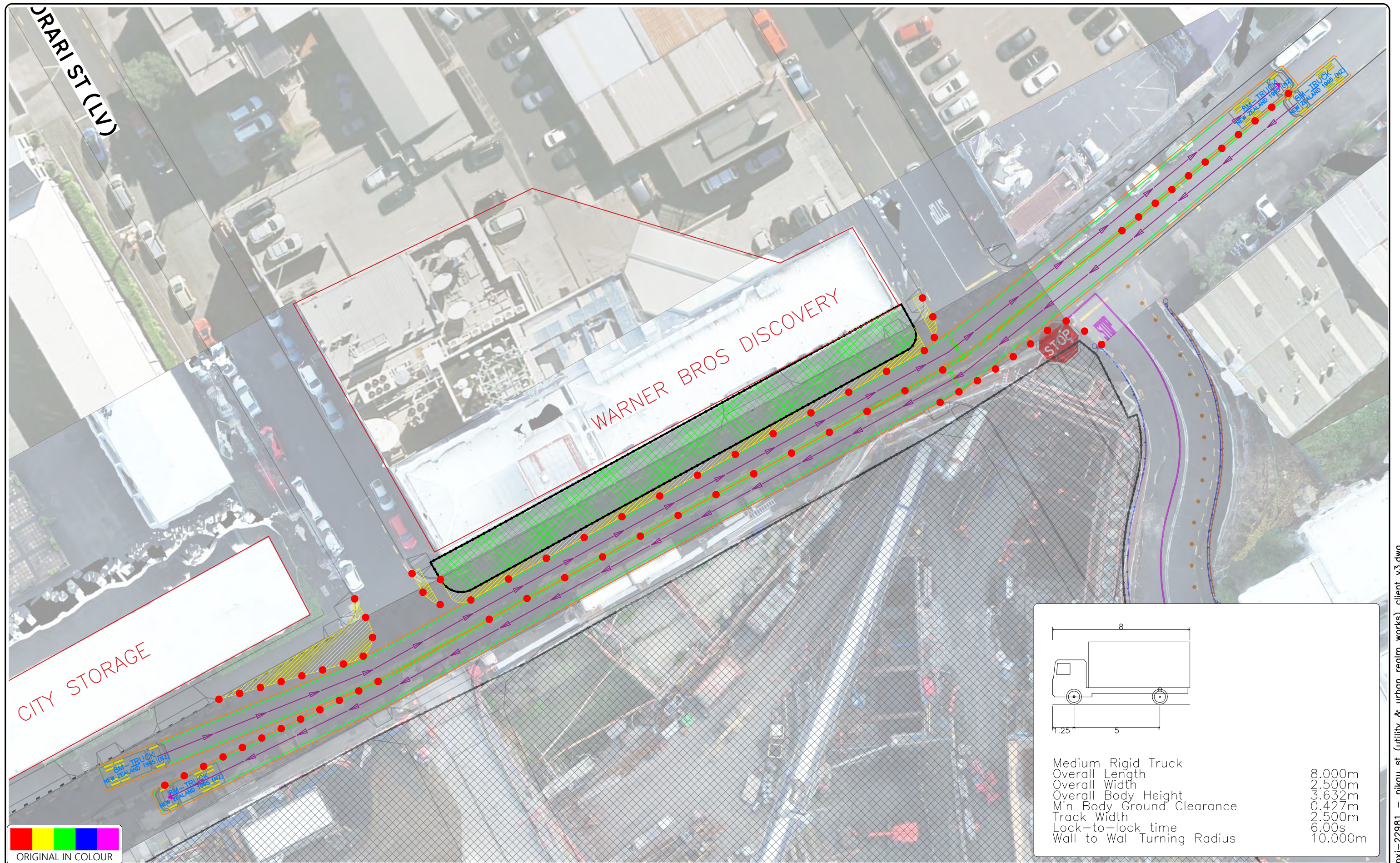
PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 3

DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 4 of 5

pxj-22981 - nikau st (utility & urban realm works)_client v3.dwg



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:



ORIGINAL SCALE: N.T.S

DRAWN & CHECKED BY:
 John Zamora (#118349)
 Fang Lim (Level 2/3 NP, #52551, 13/11/2021)

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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:



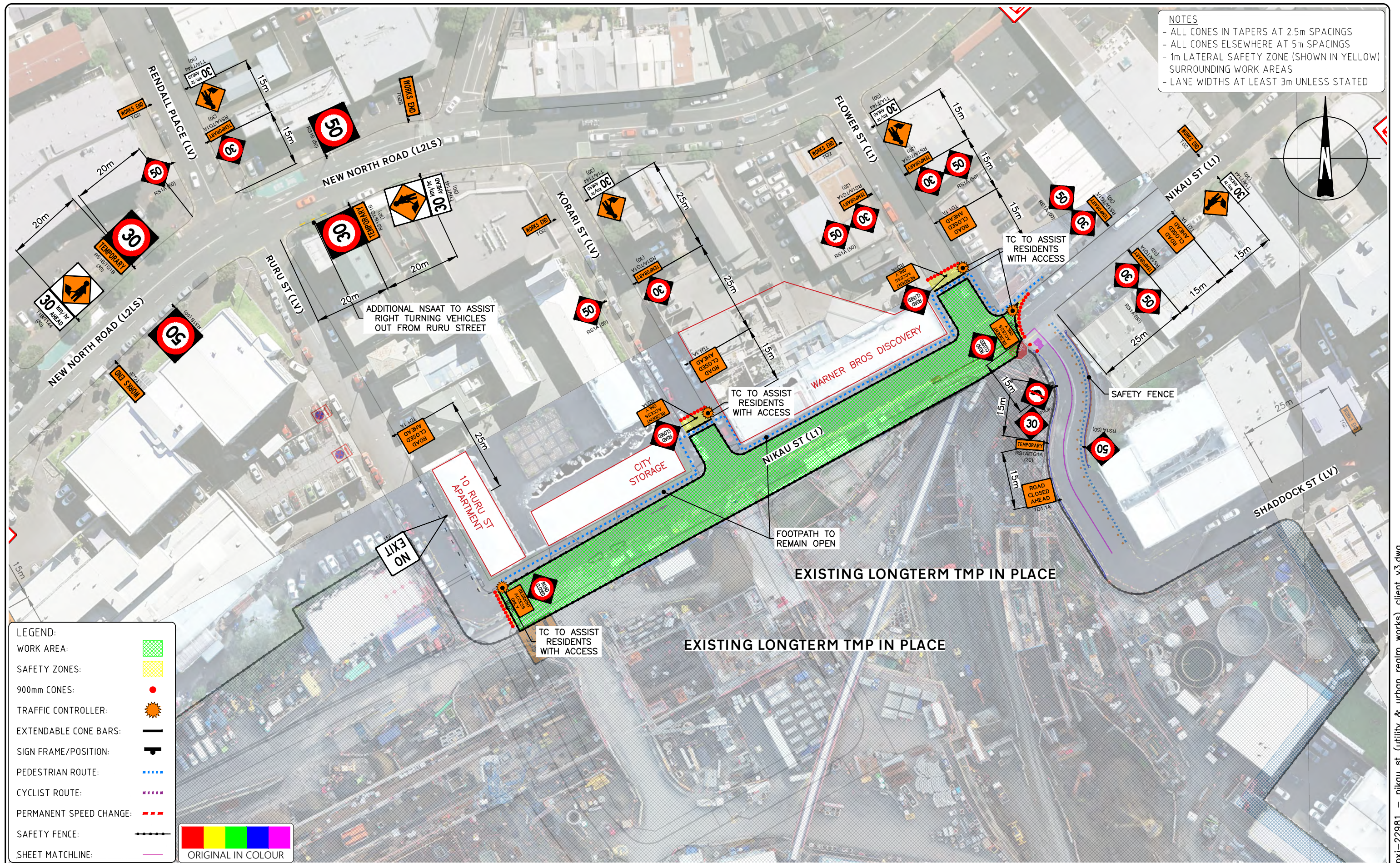
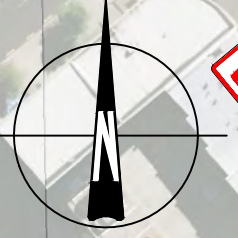
DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 3

DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 4A of 5

pxj-22981 - nikau st (utility & urban realm works)_client v3.dwg

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



LEGEND:

- WORK AREA:
- SAFETY ZONES:
- 900mm CONES:
- TRAFFIC CONTROLLER:
- EXTENDABLE CONE BARS:
- SIGN FRAME/POSITION:
- PEDESTRIAN ROUTE:
- CYCLIST ROUTE:
- PERMANENT SPEED CHANGE:
- SAFETY FENCE:
- SHEET MATCHLINE:

ORIGINAL IN COLOUR

Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

DRAWN & CHECKED BY:
 John Zamora (#118349)
 Fong Lim (Level 2/3 NP, #52551, 13/11/2021)

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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 4

DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 5 of 5

pxj-22981 - nikau st (utility & urban realm works)_client v3.dwg



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION		J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

DRAWN & CHECKED BY:
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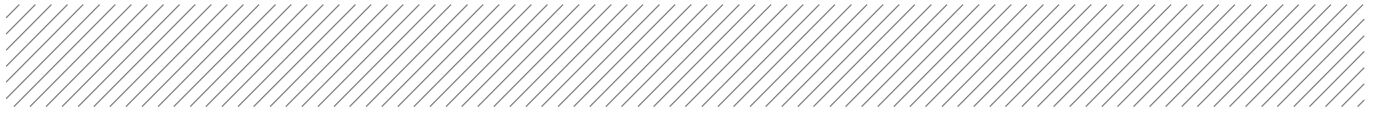
PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 4

DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 5A of 5

pxj-22981 - nikau st (utility & urban realm works)_client v3.dwg

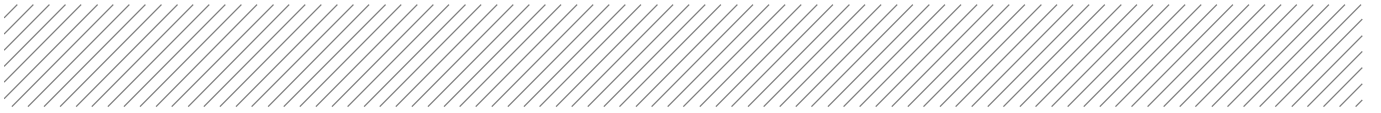


Appendix D

Written Agreements by Affected Parties

Written Agreements from Directly Affected Parties

Signed Agreement and Plans



This page has been intentionally left blank.

Written agreement of affected persons for a Notice of Requirement (NoR) for a Minor Alteration to Designation under s181(3) RMA

PART A (to be completed by the Requiring Authority)

PART A - NOTICE OF REQUIREMENT (NOR)		
Requiring Authority:	City Rail Link Ltd	
Address of proposed activity:	Nikau, Ruru, Korari and Flower Streets, Eden Terrace	Designation/NoR Reference:
		2500-6
Description of proposed activity this NoR relates to:		
Reinstatement of network utilities in their permanent locations, and completion of public realm reinstatement (streetscape) works along Nikau Street (and it's intersection with Ruru, Korari and Flower Streets). Nikau Street needs to be closed in stages to complete these works.		
List of all documents and plans to be sighted (including title, author and date)		
Title	Author	Date
Memo: Required Works in Nikau Street	Link Alliance	23 May 2024
Refer to Attachment 1 for full drawing list		
Describe the impact on the owner or occupier of the land directly affected by the NoR:		
Impact relates to vehicle and pedestrian access and egress. Please refer to "Memo: Required Works in Nikau Street" (23 May 2024) for full information on access during the various stages of work.		

PART B (to be completed by the person/s and/or organisation/s who are providing written agreement)

PART B – AFFECTED PERSON/S			
		Tick if owner	Tick if occupier
Full name: (in print)	Juliet Peterson, VP Head of Networks	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Full name: (in print)	WILLIAM HICKEY, FLOWER ST LP	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Full name: (in print)	TREJON HANSON, FLOWER ST LP	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Address of affected property	3 Flower St, Eden Tce, Auckland	Postcode:	1150
Email:	juliet.peterson@wbd.com	Mobile:	021535455

PART B – AFFECTED PERSON/S (continued)

I have authority to sign on behalf of all (tick which one/s apply)



Property owners



Property occupiers

Please note: The agreement of all the legal owners and occupiers of the affected property is required. If you have authority however to sign on behalf of others, please provide documentation providing you have this authority.

PART C (to be completed by the person/s and/or organisation/s who are providing written agreement)

PART C – DECLARATION

Tick each box below that applies



I/We have been given details of the proposal and plans to which I/we are giving written agreement. A list of the documents I/we have sighted is included on page 1.



I/We have signed each page of the plans in respect of this proposal. These need to accompany this form.



I/We understand that by giving my/our written agreement, the council cannot take account of any actual or potential effects of the activity on my/our property when considering the NoR.



Further, I/we understand that at any time before a decision is made about the NoR, I/we may give notice in writing to the council that this agreement is withdrawn.

In signing this form, I/we am/are satisfied that I/we fully understand the proposal.

Signatures/s		Date	27/05/24
Signatures/s		Date	28/05/24
Signatures/s		Date	28/05/24

PRIVACY INFORMATION

Auckland Council requires the information you have provided on this form to process your application under the Resource Management Act 1991 and to collect statistics. Auckland Council will hold and store the information on a public register. The details may also be made available to the public on the council's website. These details are collected to inform the general public and community groups about all consents which have been processed or issued through the council. Under the Privacy Act 2020, you have the right to see and correct personal information Auckland Council holds about you.

Advice Note: If you are asked to give your written approval to an NoR for a minor alteration to designation, you should do the following:

- Request that the Requiring Authority (or their representative) explain the proposal clearly and fully to you.
- Study the proposal and associated plans provided by them in order to understand the effects of the proposed activity. If there are no plans available at this stage, you may wish to wait until they are available.
- Ask the Requiring Authority (or their representative) if you have been provided with a copy of the full proposal, including plans.
- Ask for time to consider the documents if you think you need it.

- *Decide whether the proposed activity will adversely affect you or your property. You are entitled to ask the Requiring Authority for more information, but you should make a decision about whether you will sign the form or not as promptly as is reasonable in the circumstances. You may suggest amendments to the proposed activity that you consider would reduce the effects on you. If the proposal is amended by the Requiring Authority, then you should only sign the amended version of the proposal.*
- *If you consider that you will be adversely affected by the proposal and do not wish to sign the agreement form, you will need to advise the Requiring Authority (or their representative).*
- *If you change your mind after signing this form, you may withdraw your approval at any time before a decision is made on the NoR by advising Auckland Council in writing that your agreement is withdrawn.*



23 May 2024

Required Works in Nikau Street

The following works need to be undertaken in Nikau Street (between and including works on Ruru St, Korari Street and Flower Street) to complete construction in Nikau Street:

- Deep trench excavation works to install the permanent alignment of network utility within the road.
- Permanent reinstatement of the public realm (streetscape) – including new road and footpath pavements.

Nikau Street needs to be closed in stages to complete the works. The following sections describe the proposed traffic management stages and corresponds to the Traffic Management Plan **enclosed**. Any unforeseen temporary closure of access to City Storage and Warner Bros. Discovery not covered in the descriptions below will be notified and agreed with City Storage and Warner Bros Discovery.

We have used tracking movements from a standard 8m rigid truck (standard furniture truck and rubbish truck) to test vehicle access/egress into private property and general vehicle access in and out of Nikau, Ruru, Korari and Flower Streets during each temporary traffic management stage.

1.1 Stage 1 (duration approx. 3.5 months)

Following on from the current road closure at the western end of Nikau Street to install utilities, the public realm work will maintain the current closure and complete the works in this area.

Property Access

City Storage at corner of Ruru and Nikau Street

City Storage will maintain two-lane vehicle access from their eastern roller door off Nikau Street, via the eastern section of Nikau Street or Korari Street.

Pedestrian route is diverted to southern side of Nikau Street for a section, and access maintained for the eastern roller door off Nikau Street.

Warner Bros Discovery, 3 Flower Street

Vehicle access from Nikau Street and Flower Street are both open.

There is no change to pedestrian access.

General vehicle movement

General vehicles entering Ruru Street will need to turn around and exit using Ruru Street on to New North Road.

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a series of loops and a horizontal line at the bottom. The initials 'JP' are written below the signature.



1.2 Stage 2 (duration approx. 2 weeks)

Work continue eastwards and require the closure of the Nikau and Korari St intersection to construct the utilities.

Property Access

City Storage at corner of Ruru and Nikau Street

City Storage will maintain two-lane vehicle access from their western roller door off Nikau Street, via the Ruru Street and western section of Nikau Street.

Pedestrian route is diverted to southern side of Nikau Street for a section, and access maintained for the western roller door off Nikau Street.

Warner Bros Discovery, 3 Flower Street

Vehicle access from Nikau Street and Flower Street are both open.

There is no change to pedestrian access.

General vehicle movement

General vehicles entering Ruru Street will need to turn around and exit using Ruru Street on to New North Road.

1.3 Stage 2A (duration approx. 6 weeks)

Works continue further east and require the closure of the Nikau and Korari Street intersection to construct the utilities and complete streetscape pavement.

Property Access

City Storage at corner of Ruru and Nikau Street

City Storage will maintain two-lane vehicle access from their western roller door off Nikau Street, via the Ruru Street and western section of Nikau Street.

Pedestrian route is diverted to southern side of Nikau Street for a section, and access maintained for the western roller door off Nikau Street.

Warner Bros Discovery, 3 Flower Street

Vehicle access from Nikau Street and Flower Street are both open. However, vehicles will only be able to access the Nikau Street entrance from Flower Street or eastern section of Nikau Street.

There is no change to pedestrian access.

General vehicle movement

General vehicles entering Ruru Street will need to turn around and exit using Ruru Street on to New North Road.

Handwritten initials "JP" and a signature in blue ink.



General vehicles entering Korari Street will need to turn around and exit using Korari Street on to New North Road.

1.4 Stage 3 (duration approx. 4 weeks)

Work on the northern footpath between Flower and Korari Streets will be done to maintain access to the loading dock and emergency door at the Warner Bros Discovery building, detailed communication will be provided as works progress.

Property Access

City Storage at corner of Ruru and Nikau Street

Both roller doors off Nikau Street are open.

There is no change to pedestrian access.

Warner Bros Discovery, 3 Flower Street

Flower Street vehicle access is open. Vehicle access from Nikau Street (loading dock and emergency door) is possible but is managed by a traffic controller. Any temporary closure of loading dock access will be notified and agreed with Warner Bros Discovery.

Pedestrian route is diverted to the southern side of Nikau Street. Pedestrian access to the building is managed by traffic controller. There is no change to pedestrian access off Flower Street.

General vehicle

There is no change to general vehicle movement.

1.5 Stage 4 (duration approx. 24 hours)

The final stage is to install the asphalt wearing course on the western extent and mill the existing pavement and replace the existing wearing course on the eastern extent, this work will be completed in approximately one day.

Property Access

City Storage at corner of Ruru and Nikau Street

Access would be restricted during the surfacing works. Access to one roller door at a time is possible and managed by traffic controller.

There is no change to pedestrian access.

Warner Bros Discovery, 3 Flower Street

Flower Street vehicle access is open. Vehicle access from Nikau Street is closed during surfacing works for a few hours, exact times will be liaised and agreed.

Handwritten signature in blue ink
JP














There is no change to pedestrian access.

General vehicle access

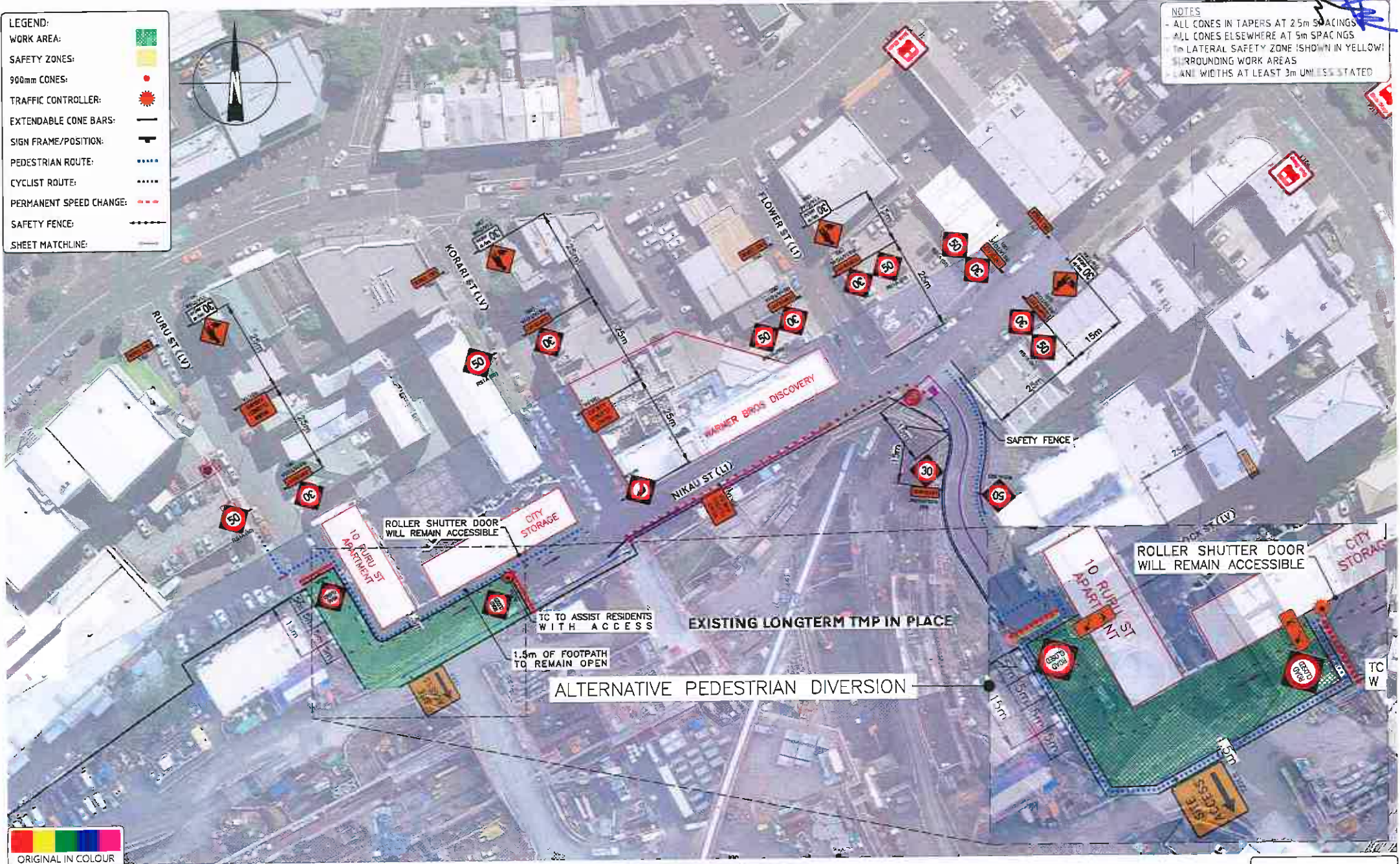
General vehicles will not be able to access Nikau Street between Ruru Street and Flower Street.

[Handwritten signature]
JP

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

NOTES

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



ISSUED FOR SUBMISSION

DATE: 17-05-24

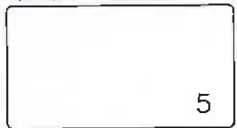
PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT



N.T.S



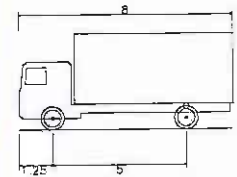
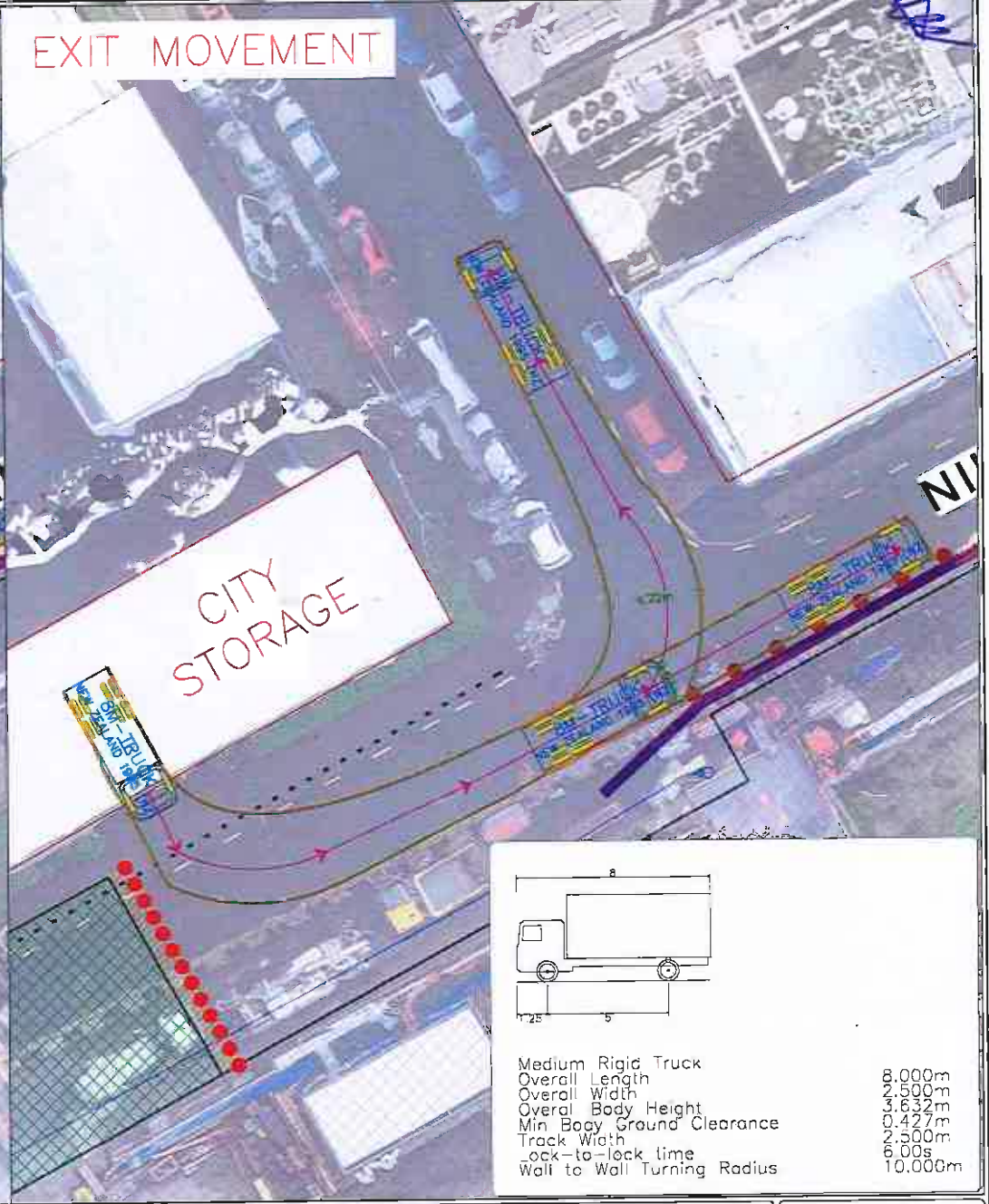
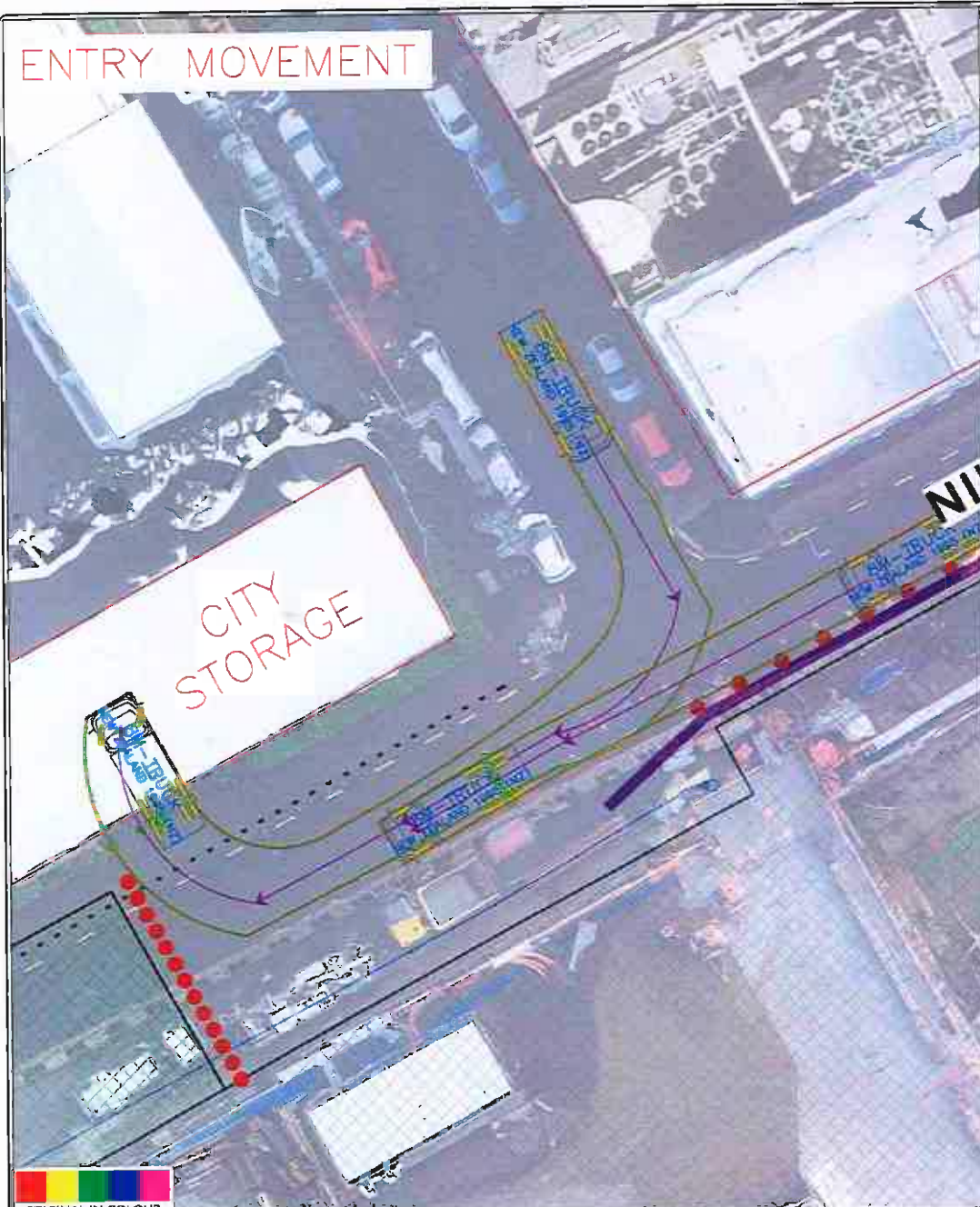
URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 1



dxi-22981 - nikau st (utility & urban realm works)_client v2.dwg

ENTRY MOVEMENT

EXIT MOVEMENT



Medium Rigid Truck	
Overall Length	20.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	10.000m



Rev	Description	By	Chkd	Date
	ISSUED FOR SUBMISSION	J.L.		17-10-14

PROJECT:

ORIGINAL SCALE: N.T.S

DRAWN & CHECKED BY:
John Zornick (J118245)
Tang Lim (Choi) 2/8 MP, 63356, 15/11/2011

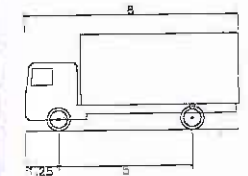
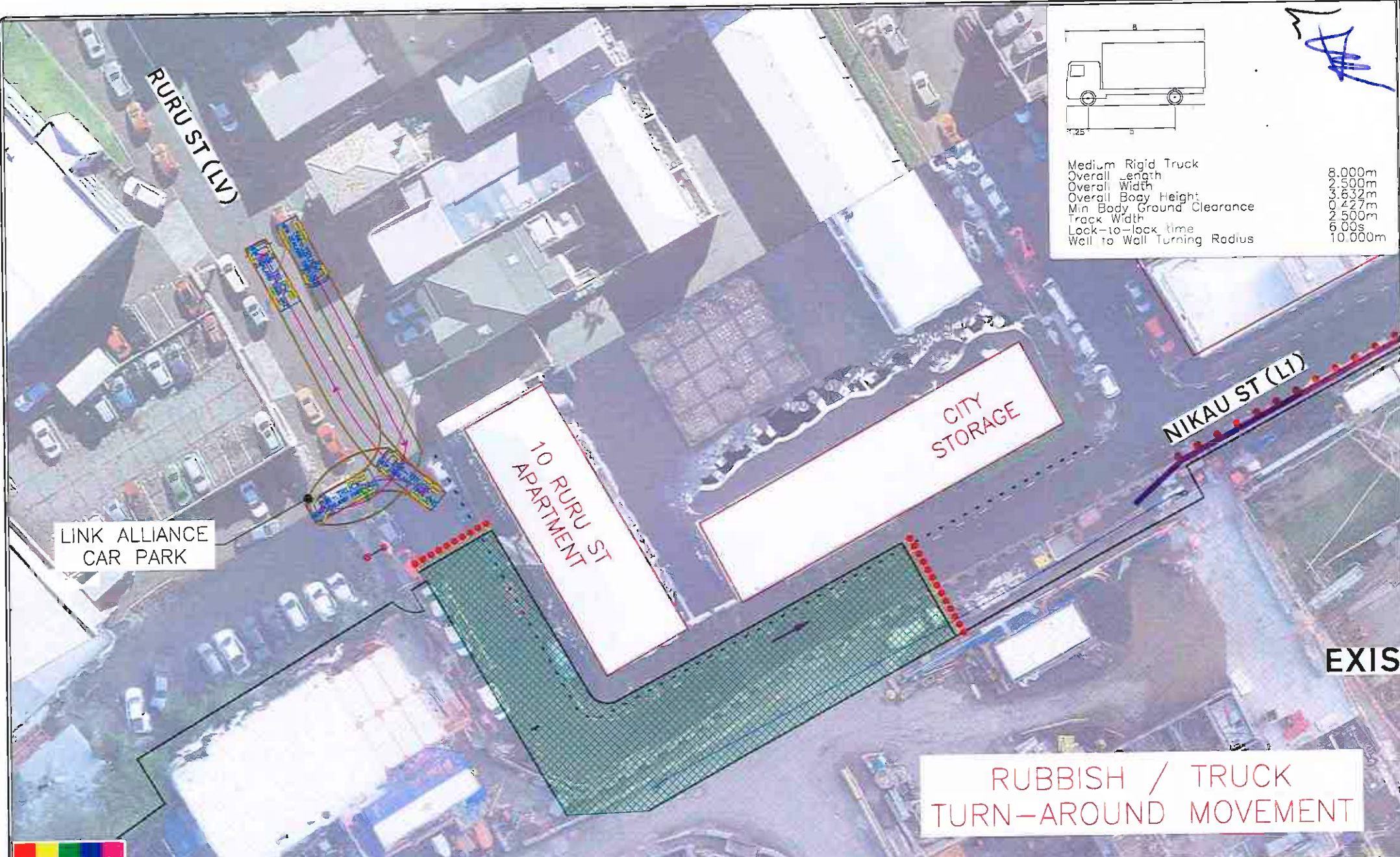
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DRAWING TITLE:
**URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
VEHICLE TRACKING FOR STAGE 1**

DRAWING TITLE:
PXJ-22981

SHEET NO:
Sheet 1A of 5



Medium Rigid Truck	8.000m
Overall Length	2.500m
Overall Width	3.632m
Overall Body Height	0.427m
Min Body Ground Clearance	2.500m
Track Width	6.00s
Lock-to-lock time	10.000m
Well to Wall Turning Radius	

LINK ALLIANCE
CAR PARK

10 RURU ST
APARTMENT

CITY
STORAGE

NIKAU ST (L1)

EXIS

RUBBISH / TRUCK
TURN-AROUND MOVEMENT



Rev	Description	By	Check	Date
1	ISSUED FOR SUBMISSION			17/11/2013

PROJECT:

ORIGINAL SCALE:
N.T.S

DRAWN & CHECKED BY:
Jana Zeman (2119348)
Tomy Lutz (Euser 2/3 Int. 32259) 13/11/2013

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DRAWING TITLE:

URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
TURN-AROUND MOVEMENT FOR STAGE 1

DRAWING TITLE:
PXJ-22981

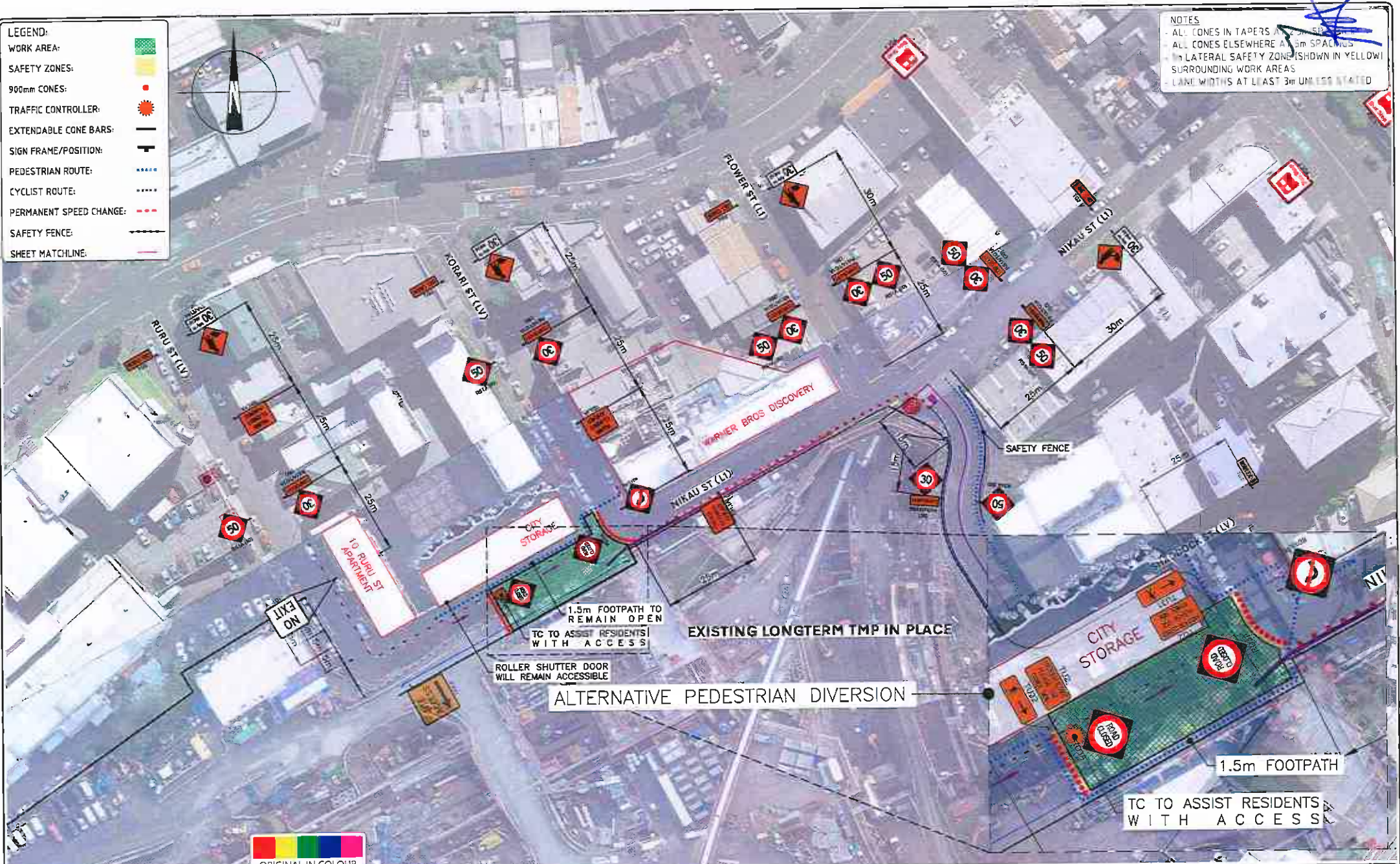
SHEET NO:
Sheet 1B of 5

pxj-22981 - nikau st (utility & urban realm works)_client v2.dwg

- LEGEND:**
- WORK AREA: [Green hatched box]
 - SAFETY ZONES: [Yellow hatched box]
 - 900mm CONES: [Red circle with white center]
 - TRAFFIC CONTROLLER: [Red starburst]
 - EXTENDABLE CONE BARS: [Black line]
 - SIGN FRAME/POSITION: [Black T-shape]
 - PEDESTRIAN ROUTE: [Blue dotted line]
 - CYCLIST ROUTE: [Black dotted line]
 - PERMANENT SPEED CHANGE: [Red dashed line]
 - SAFETY FENCE: [Black dashed line]
 - SHEET MATCHLINE: [Pink line]



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



EXISTING LONGTERM TMP IN PLACE

ALTERNATIVE PEDESTRIAN DIVERSION

1.5m FOOTPATH TO REMAIN OPEN
TC TO ASSIST RESIDENTS WITH ACCESS

ROLLER SHUTTER DOOR WILL REMAIN ACCESSIBLE

1.5m FOOTPATH
TC TO ASSIST RESIDENTS WITH ACCESS



Rev	Description	By	Chk'd	Date
1	ISSUED FOR SUBMISSION			17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S

DRAWN & CHECKED BY:
John Ziemura (619)3451
Kang Lim (Haver) 2/3 MP, 432251, 13/11/2021

LinkAlliance logo

PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
**URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
STAGE 2**

DRAWING TITLE:
**URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
STAGE 2**

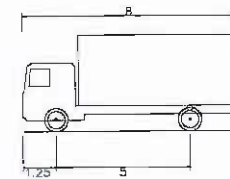
DRAWING TITLE:
PXJ-22981

SHEET NO:
Sheet 2 of 5

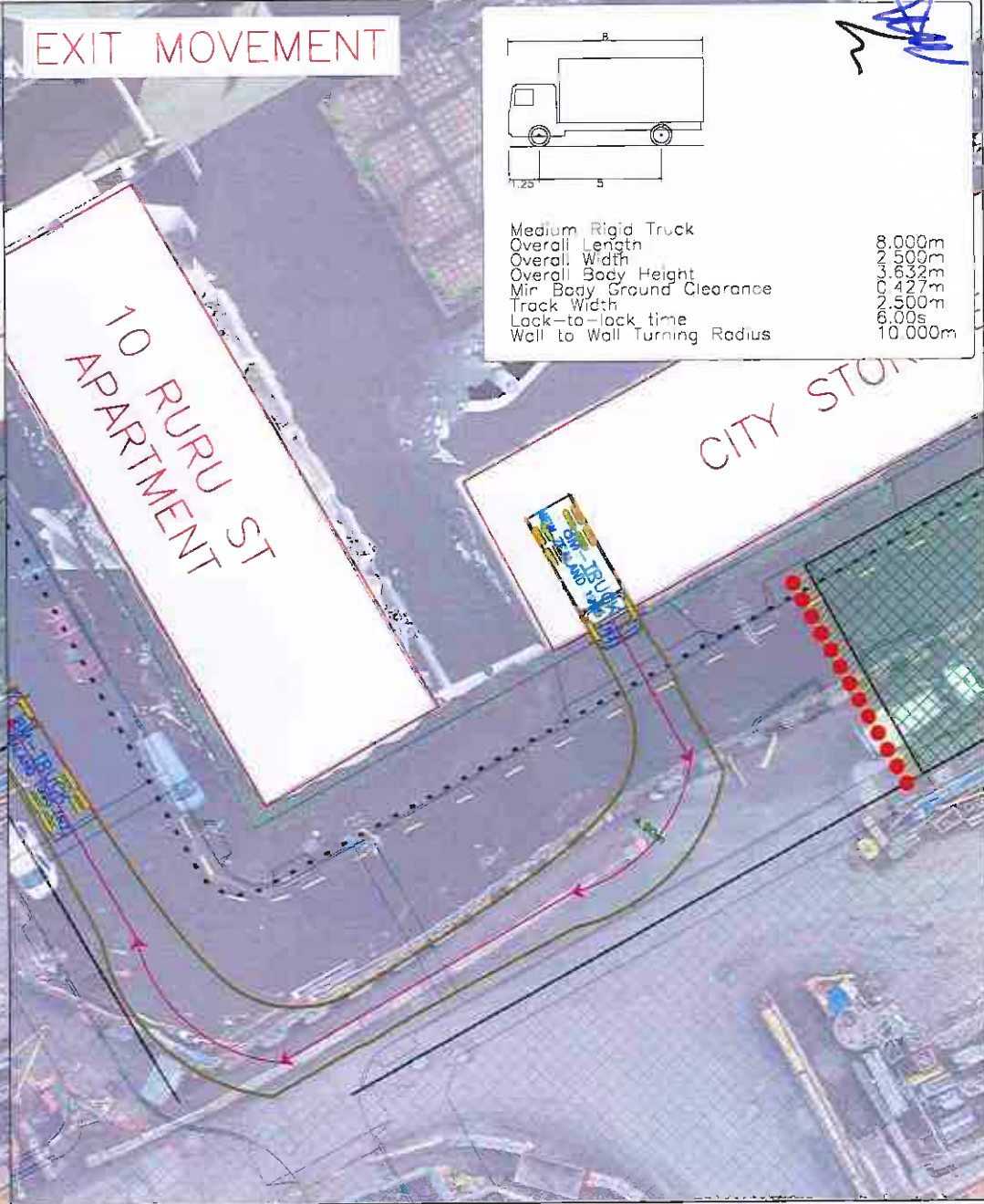
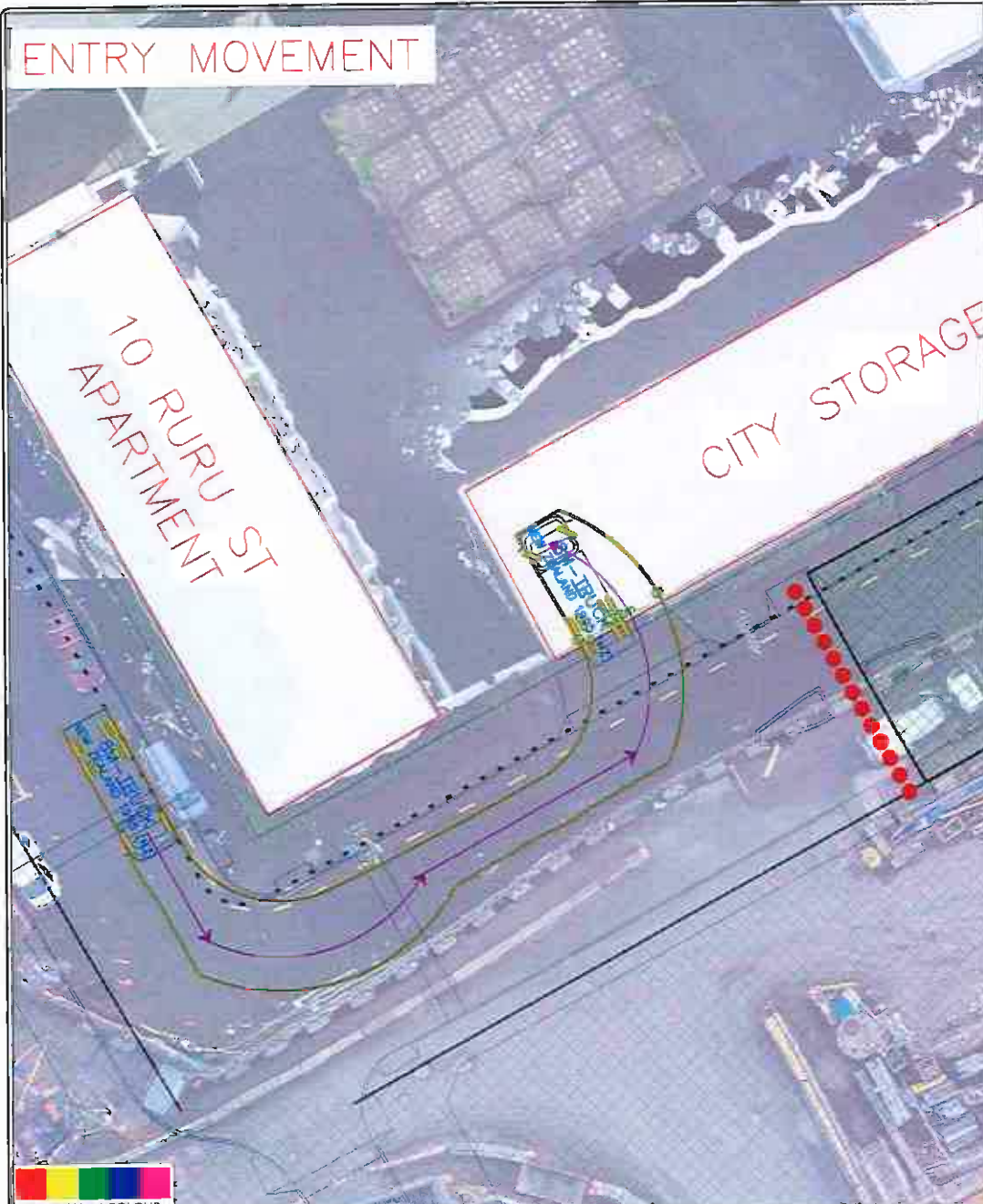
pxj-22981 - nikau st (utility & urban realm works)_client v2.dwg

ENTRY MOVEMENT

EXIT MOVEMENT



Medium Rigid Truck	
Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	2.632m
Min. Body Ground Clearance	0.427m
Track Width	1.500m
Lock-to-lock time	6.00s
Well to Wall Turning Radius	10.000m



Rev	Description	By	Chk'd	Date
1	ISSUED FOR SUBMISSION	JL		11-02-20

PROJECT

ORIGINAL SCALE: N.T.S

DRAWN & CHECKED BY:
 Tony Davies (219454)
 Tony Davies (219454) / 12/11/2011

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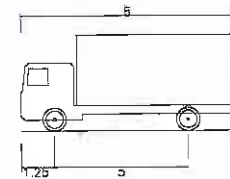
DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 2

DRAWING TITLE:
 PXJ-22981

SHEET NO:
 Sheet 2A of 5

pxj-22981 - nikau st (utility & urban realm works)_client v2.dwg

RUBBISH / TRUCK TURN-AROUND MOVEMENT



Medium Rigid Truck	
Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.300m
Lock-to-lock Time	6.00s
Wall to Wall Turning Radius	10.000m

LINK ALLIANCE
CAR PARK

NO
EXIT

10 RURU ST
APARTMENT

RURU ST (LV)

CITY
STORAGE

NIK



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION	J.Z.	J.Z.	17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S.

DRAWN & CHECKED BY:
 Jim Zeman (011458)
 Feng Guo (Level 22, HQ, 42201, 13/11/2023)












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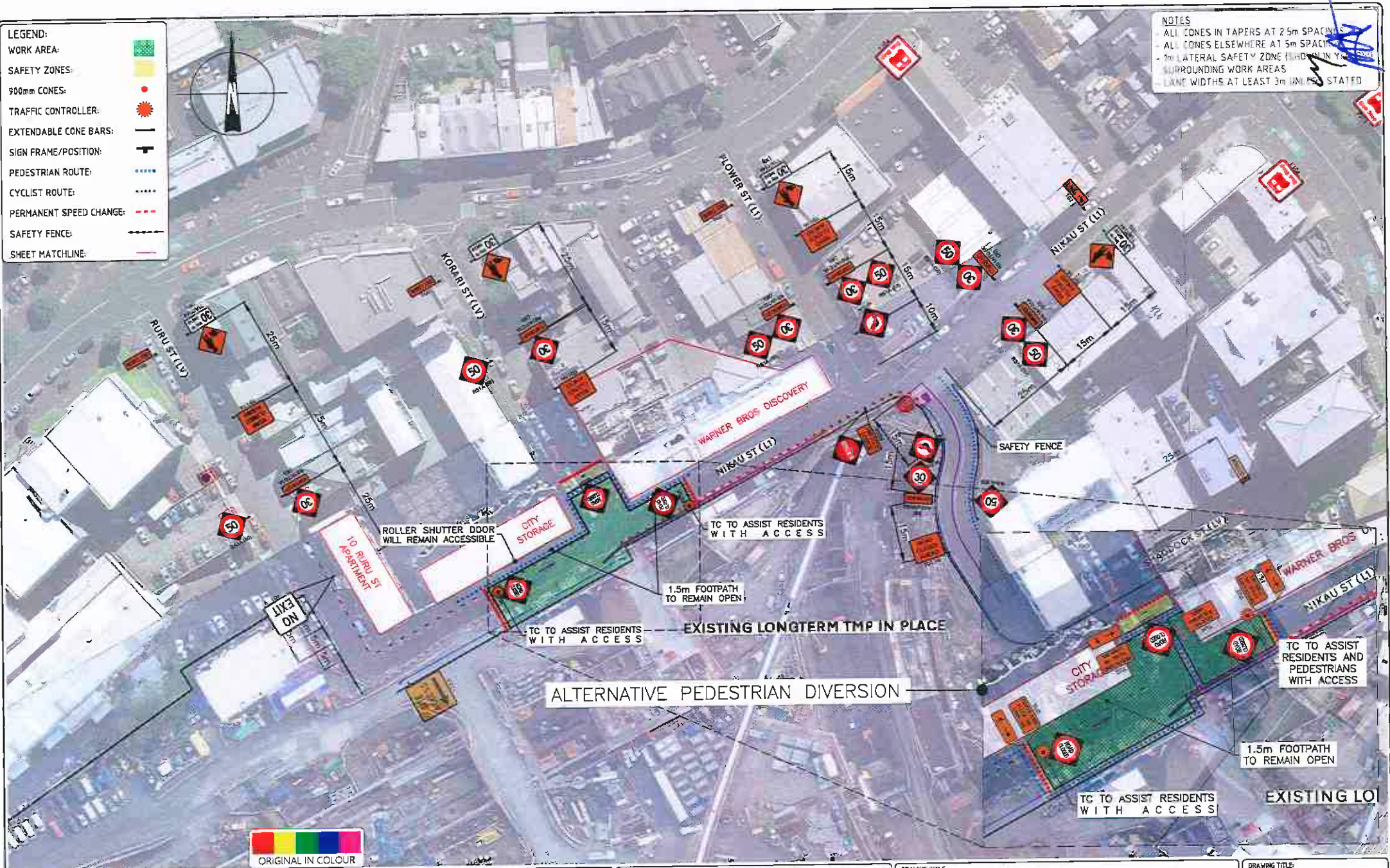
DRAWING TITLE:
 URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 TURN-AROUND MOVEMENT FOR STAGE 2

DRAWING TITLE:
 PXJ-22981

SHEET No:
 Sheet 2B of 5

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

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



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMITTAL			14/01/2024

PROJECT: 

ORIGINAL SCALE: N.T.S.

DRAWN & CHECKED BY:
Link Alliance (8114287)
Rong Link (Draw: 2/3-48, 4/2023), 15/11/2023

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DRAWING TITLE:

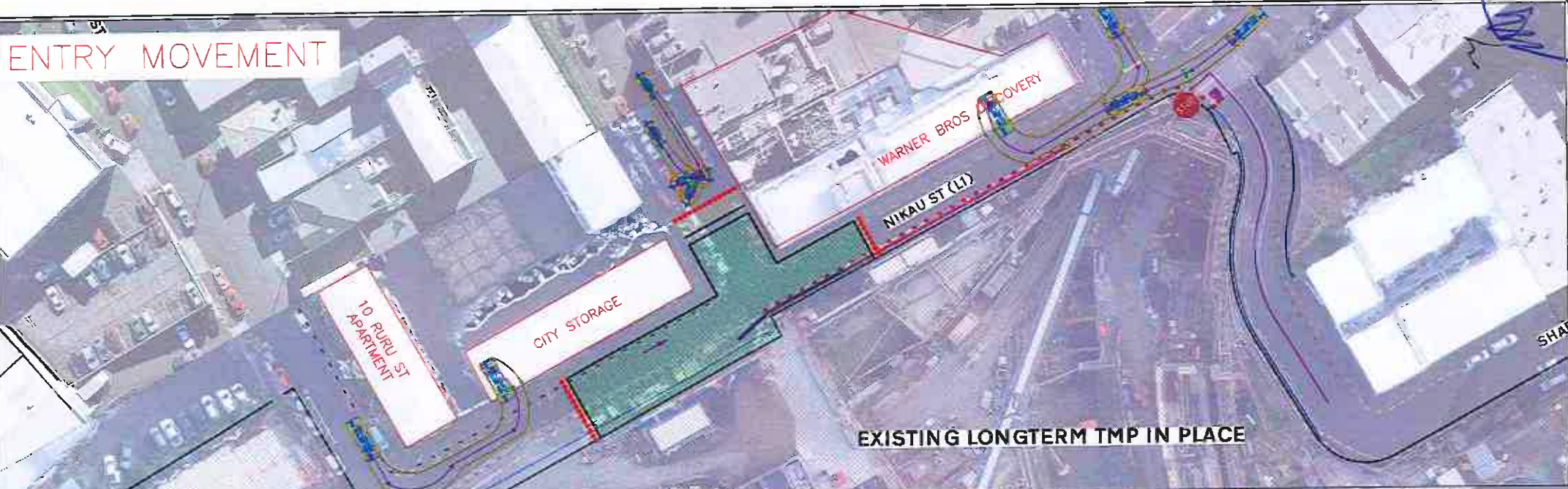
**URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
STAGE 2A**

DRAWING TITLE: PXJ-22981

SHEET NO: Sheet 3 of 5

pxj-22981 - nikau of utility & urban realm works_client v2.dwg

ENTRY MOVEMENT



EXIT MOVEMENT



Medium Rigid Truck

Overall Length	8.000m
Overall Width	2.500m
Overall Body Height	0.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	10.000m



Rev	Description	By	CHKD	Date
1	ISSUED FOR SUBMISSION	J.P.		17/09/23

PROJECT:

ORIGINAL SCALE: NTS

DRAWN & CHECKED BY:
 (Job) Zohrab (8116149)
 (Job) Lee (4041) 2/3 MP, (2302), 15/11/2023

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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:

URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 2A

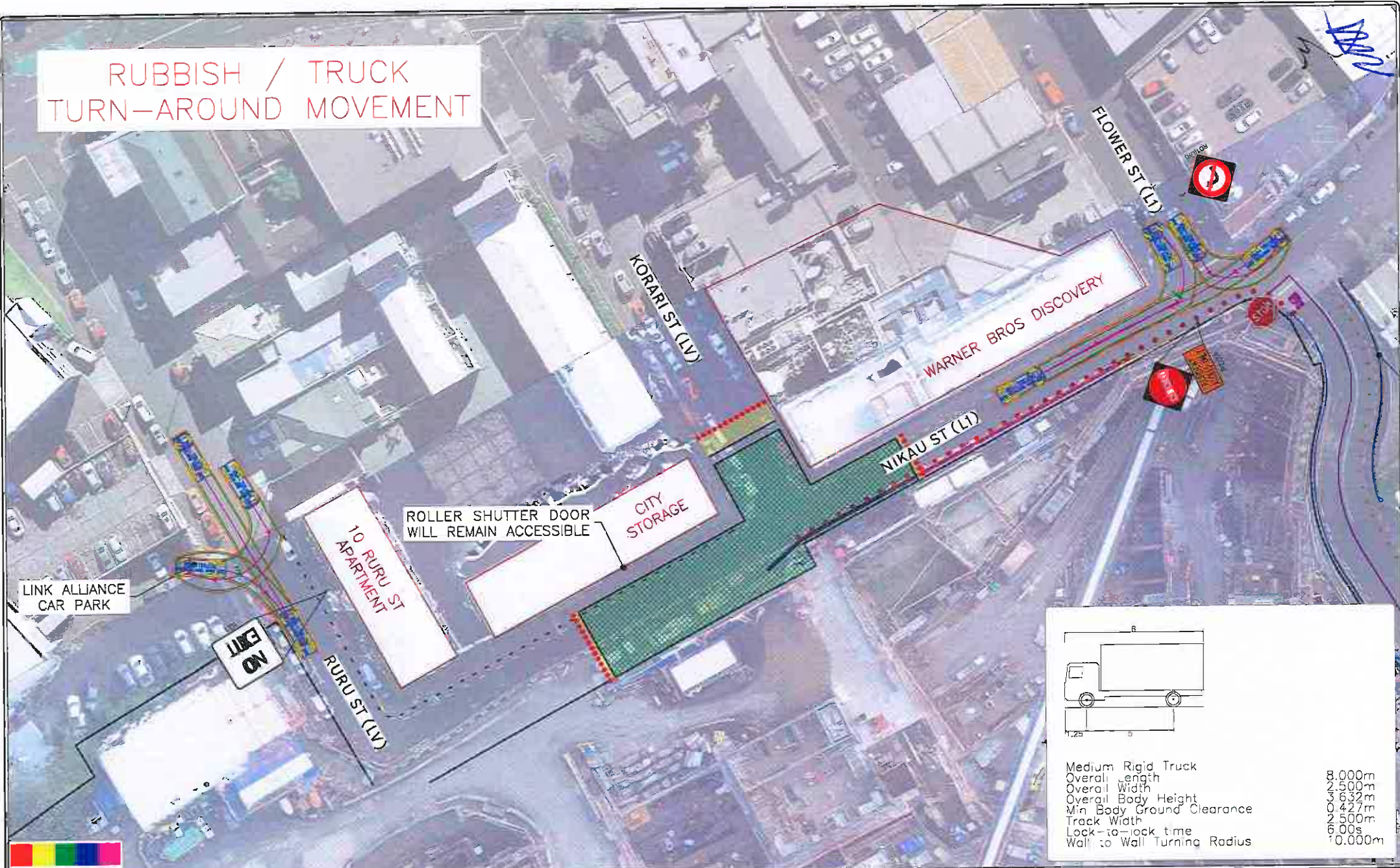
DRAWING TITLE:

PXJ-22981

SHEET NO:
 Sheet 3A of 5

pxj-22981 - nikau st (utility & urban realm works)_client v2.dwg

RUBBISH / TRUCK TURN-AROUND MOVEMENT



ROLLER SHUTTER DOOR
WILL REMAIN ACCESSIBLE

LINK ALLIANCE
CAR PARK

10 RURU ST
APARTMENT

CITY
STORAGE

WARNER BROS DISCOVERY

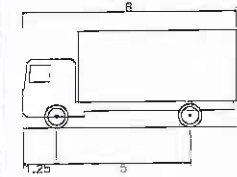
KORARI ST (LV)

NIKAU ST (LI)

FLOWER ST (LI)

RURU ST (LV)

LINK
ON



Medium Rigid Truck
Overall Length 8.000m
Overall Width 2.500m
Overall Body Height 4.32m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock-to-lock time 00s
Wall-to-Wall Turning Radius 10.000m



Rev	Description	By	Chkd	Date
1	ISSUED FOR SUBMISSION			17/02/20

PROJECT:

ORIGINAL SCALE:
N.T.S

DRAWN & CHECKED BY:
Jesse James (1518158)
Fang Liu (1606 228 88 22760) 15/01/2020

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DRAWING TITLE:
URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
TURN-AROUND MOVEMENT FOR STAGE 2A

DRAWING TITLE:
PXJ-22981
SHEET NO:
Sheet 3B of 5

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



NOTES

- ALL CONES IN TAPERS AT 2.5m
- ALL CONES ELSEWHERE AT 1m
- 1m LATERAL SAFETY ZONE SHOWN IN SET DWG
- SURROUNDING WORK AREAS
- LANE WIDTHS AT LEAST 3m UNLESS STATED



Rev	Description	By	Chkd	Date
1	ISSUED FOR CONSTRUCTION	AK	AK	11-05-24

PROJECT:



ORIGINAL SCALE:

N.T.S

DRAWN & CHECKED BY:

Juan Zouma 2818381
Feng Lam Cheuk 273 361, 832641, 13/11/2021

PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:



DRAWING TITLE:

URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
STAGE 3

DRAWING TITLE:

PXJ-22981

SHEET NO:

Sheet 4 of 5

pxj-22981 - nikau st (utility & urban realm works)_client v2.dwg



Rev	Description	By	Chk'd	Date
	ISSUED FOR SUBMISSION	J.T		17-05-24

PROJECT:

ORIGINAL SCALE: N.T.S.

DRAWN & CHECKED BY:
Iain Jensen (019454)
Feng Qin (Lead) 2/5 M, 02201, 15/11/2023

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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

DRAWING TITLE:
URBAN REALM WORKS
NIKAU STREET, EDEN TERRACE
VEHICLE TRACKING FOR STAGE 3

DRAWING TITLE:
PXJ-22981

SHEET NO:
Sheet 4A of 5

Medium Rigid Truck

Overall Length 8.000m

Overall Width 2.500m

Overall Body Height 2.632m

Min Body Ground Clearance 0.427m

Track Width 2.500m

Lock-to-lock time 6.00s

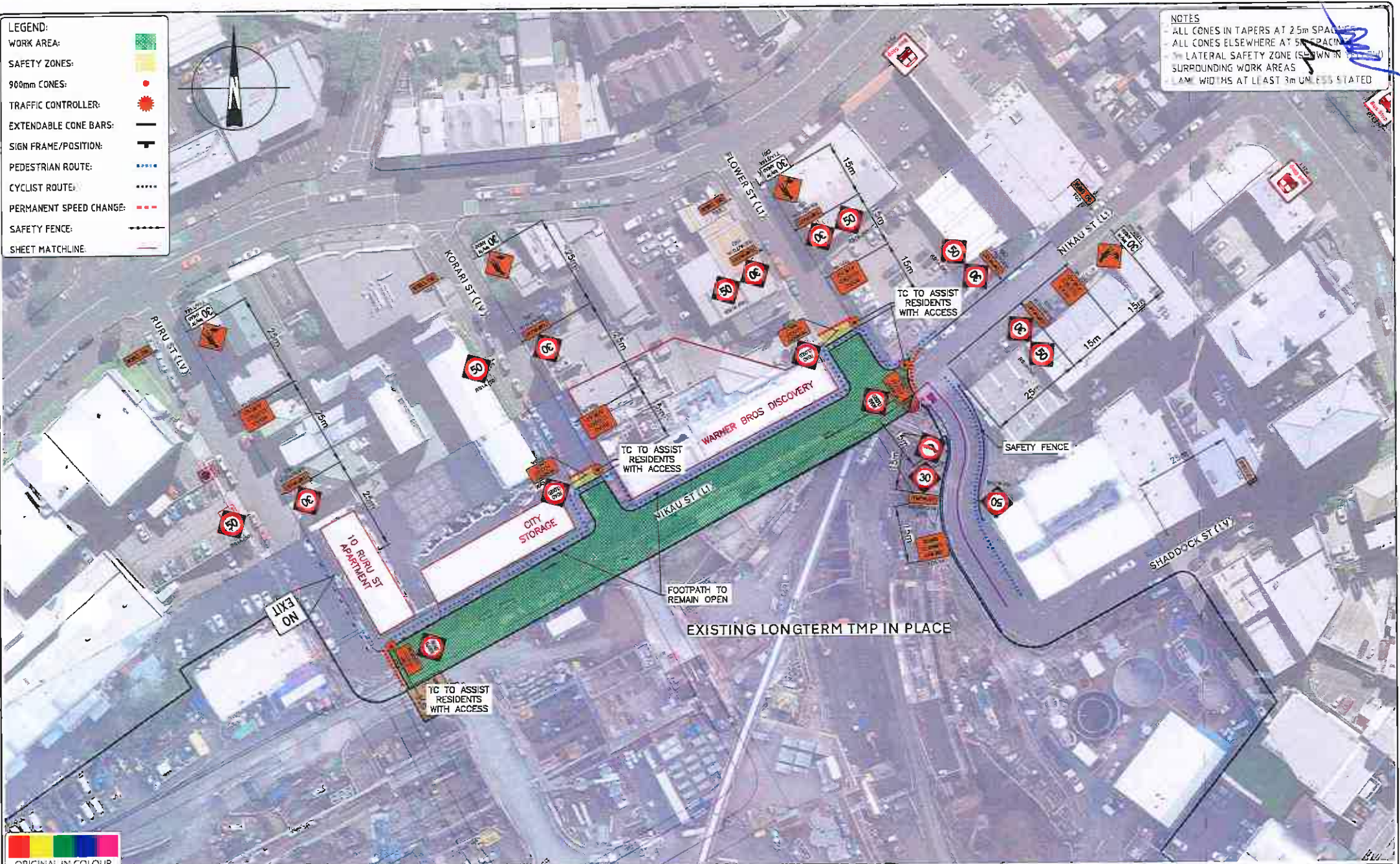
Well to Wall Turning Radius 10.000m

pxj-22981 - nikau st (utility & urban realm works)_client v2.dwg

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



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



Rev	Description	By	Chk'd	Date
	ISSUED FOR BUSINESS PLAN	J.Z.	J.Z.	17/06/23

PROJECT:

ORIGINAL SCALE: N.T.S.

DRAWN & CHECKED BY:
 Jane Zupena (2116124)
 Tony Chan (Equal 2/5 NP, #2296, 12/11/2022)

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DRAWING TITLE:
**URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 STAGE 4**

DRAWING TITLE:
PXJ-22981

SHEET NO:
Sheet 5 of 5

pxj-22981 - nilkau at (utility & urban realm works)_client v2.dwg



399 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	2.200m
Overall Body Height	1.840m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

ORIGINAL IN COLOUR

Rev	Description	By	Chk'd	Date
	ISSUED FOR SUBMISSION		J.L.	17/05/24

PROJECT:

ORIGINAL SCALE:

N.T.S

DRAWN & CHECKED BY:

Johar Zaiman (J118549)

Teng Shi Kwan (T13440), (S2112295)

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DRAWING TITLE:

URBAN REALM WORKS
 NIKAU STREET, EDEN TERRACE
 VEHICLE TRACKING FOR STAGE 4

DRAWING TITLE:

PXJ-22981

SHEET NO:

Sheet 5A of 5

pxj-22981 - nikau st (utility & urban realm works)_client v2.dwg