

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

BUN60460864, LUC60460865, DIS60460866 and WAT60460867

~~Red text = amendments proposed by Precinct Properties New Zealand Limited to address comments received from invited parties.~~

~~Tracked changes = amendments proposed by Auckland Council in response to the RFI requesting comments from the EPA~~

Highlighted comments = Response by Precinct to changes to conditions proposed by Auckland Council that are not matters addressed by Auckland Transport (relating to construction traffic) in the Joint Statement and are not otherwise agreed and include in the updated conditions.

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Conditions

Under clause 18 Schedule 5 of the FTAA and sections 108 and 108AA of the RMA, these consents are subject to the following conditions:

Definitions

["AMP" means Asbestos Management Plan;](#)

["ASP" means Active Surveillance Plan;](#)

"AT" means Auckland Transport;

"AUP (OP)" means the Auckland Unitary Plan (Operative in Part);

"BPO" [Best Practicable Option](#) has the same meaning as defined in the Resource Management Act 1991;

"CAR" means Corridor Access Request;

"CLG" means Community Liaison Group;

["ChTMP" means Chemical Treatment Management Plan](#)

"CMP" means Construction Management Plan;

"CNVMP" means Construction Noise and Vibration Management Plan;

"Consent Holder" means Precinct Properties Limited or its successor in title;

"Council" means the Auckland Council and for the purpose of compliance with the conditions of consent means the Council's monitoring officer unless otherwise specified.

"CSMP" means Contaminated Site Management Plan;

"CTMP" means Construction Traffic Management Plan;

"DMP" means Dust Management Plan;

"EPA" means Engineering Plan Approval;

"ESCMP" means Erosion and Sediment Control Management Plan;

"FBMP" means Flood Barrier Management Plan;

"FTAA" means the Fast-track Approvals Act 2024;

"GD05" means the Council's Guideline Document 005 '*Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region*';

"GSMCP" means Groundwater and Settlement Monitoring and Contingency Plan;

"HPUDOMP" means Hotel Pick Up and Drop Off Management Plan;

"HNZPT" means Heritage New Zealand Pouhere Taonga;

"HSMP" means Hazardous Substances Management Plan;

"MASAP" means Managed Access Service Arrangement Plan;

"NES:CS" means National Environmental Standard for Managing Contaminants in Soil;

"OWMP" means Operational Waste Management Plan;

"RMA" means the Resource Management Act 1991;

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“SLMP” means Servicing and Loading Management Plan;

“SQEP” means Suitably Qualified and Experienced Person;

“SQGEP” means Suitably Qualified Geotechnical Engineering Professional;

“SSCWP” means Site-Specific Construction Waste Plan;

“Viaduct Streets” means the public roads within the Viaduct annotated in yellow within Attachment 3.

Commented [SW1]: As per recommended updates to Geotechnical conditions, circa condition 91.

General conditions

These conditions apply to all resource consents including LUC60460865, DIS60460866 and WAT60460867:-

Activity in Accordance with Application

1. The consent holder must undertake the works in general accordance with the application formally received by the Environmental Protection Authority on ~~7 November 2025~~ 18 December 2025, and the following documents. In the event that any of the provisions of the following documents conflict with the requirements of these conditions of consent, these conditions of consent must prevail.
 - a. Application form, Statutory Analysis and Assessment of Environmental Effects prepared by Barker & Associates Ltd titled “Downtown Carpark Site Development” and dated 18 December 2025;
 - b. The reports listed at **Attachment 1**; and
 - c. The plans listed at **Attachment 2**.

Lapse of Consent

2. In accordance with section 87(2)(b)(ii) and clause 26, Schedule 5 of the Fast-track Approvals Act 2024, this consent lapses ten (10) years after the date it commences unless the consent is given effect to within that ten-year period.

Monitoring Deposit

3. The consent holder must pay the Council an initial consent compliance monitoring charge of \$1,1795,000.00 (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs incurred to ensure compliance with the conditions attached to these consents.

Commented [SW2]: Given the scale of the development, the potential for staged lodgement of documents, this initial consent monitoring charge is recommended at this amount.

Advice Note:

The initial monitoring deposit is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc., all being work to ensure compliance

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with the resource consents. In order to recover actual and reasonable costs, monitoring of conditions, in excess of those covered by the deposit, will be charged at the relevant hourly rate applicable at the time. The consent holder will be advised of the further monitoring charge. Only after all conditions of the resource consents have been met, will the Council issue a letter confirming compliance on request of the consent holder.

Community Liaison Group

4. Within two months of the grant of consent the consent holder must invite the listed parties in condition 5 to establish a Community Liaison Group (**CLG**), and, if any of the invited parties accept that invitation, must hold the first meeting in accordance with condition 6.
5. The consent holder must invite each of the following parties to have a representative on the CLG:
 - a. Auckland Council;
 - b. The appointed construction company for the Project;
 - c. M Social (196-200 Quay Street, Auckland Central);
 - d. Body Corporate 199380 Sebel (**Sebel**) (85-89 Customs Street West, Auckland Central) and Accor Australia & New Zealand Hospitality Pty Limited;
 - e. Docklands Management Limited (representing Princes Wharf entities);
 - f. Quattro RE Limited as Trustee for ATT NZ1 (**Kyndryl Tower**); ~~and~~
 - g. Viaduct Harbour Holdings Limited;-
 - h. Piccadilly Trustee Limited (22 Fanshawe Street, Auckland Central); and
 - i. Mornington Trustee Limited (30-36 Fanshawe Street, Auckland Central).
6. Invitations for the first CLG meeting must be sent by post and email at least 15 working days prior to the first meeting, requesting advice as to whether the invited parties wish to attend the first meeting, their nominated attendee(s) and if they have an ongoing interest in attending future CLG meetings. If any invited party declines to be involved in the meetings (including those not responding after reasonable attempts to contact them), either from commencement or subsequently, then subsequent meetings may progress for the balance of the Project without further notice to those parties who by absence elected not to be involved in the CLG.
7. The objectives of the CLG are to:

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- a. Provide a means for all parties to give and receive regular updates on progress with the construction of the Project (including demolition);
- b. Provide a regular forum through which information about the construction of the Project can be provided by the consent holder;
- c. To brief the parties on any minor changes to Management Plans that may have been approved by Council separate to the CLG process;
- d. Provide a process for providing weekly updates on upcoming works that may generate high levels of noise and vibration and to ensure that there is a process established for the parties to liaise with each other and schedule their activities to minimise the effects. This may include:
 - (i) Receivers of noise conveying the days and times when they have a high or low sensitivity to construction noise and vibration to enable the consent holder to plan high noise or vibration works; or
 - (ii) The consent holder advising that they are planning high noise or vibration works and liaising with the receivers to schedule the works in a way that minimises the effects;
- e. Enable opportunities for concerns and issues to be reported to the consent holder and responded to by the consent holder; and
- f. Enable parties the opportunity to provide input into the development and content of the following Management Plans (and any subsequent changes to those documents once certified) in accordance with the procedure outlined in Conditions 11 to 20;
 - (i) Construction Management Plan (CMP);
 - (ii) Construction Traffic Management Plan (CTMP);
 - (iii) Construction Noise and Vibration Management Plan (CNVMP);
 - (iv) Dust Management Plan (DMP); and
 - (v) Groundwater and Settlement Monitoring and Contingency Plan (GSMCP).

8. The consent holder must:

- a. Arrange a regular CLG meeting to be held every 2 months on the same day of the week, (unless a different frequency is otherwise agreed with the CLG). Records of each meeting must be provided to Council on request.

Commented [SW3]: This is suggested to ensure that the operation of the CLG is conducted in open and free sharing of information.

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- b. Provide information by email with confirmed delivery receipt at least 5 working days in advance of the meeting at which that information is to be discussed.

Commented [SW4]: Suggested to enable any specialist representing any party to have the information shared to enable preparation.

- c. Provide reasonable administrative support for the CLG including:

- (i) Organising meetings at a local venue;
- (ii) Inviting all members of the CLG to meetings by email and post at least 10 working days before that meeting is to be held.

Commented [B&A5]: Accepted in part with the exception of invitation via post as this is not necessary.

- d. Consult with the CLG on the development and content of the Management Plans listed in condition 7e for review and feedback by the CLG, and must consider any feedback received and provide reasons for any feedback not incorporated into the final version of the plan(s). The consent holder must provide the CLG at least 150 working days within which to provide feedback.

- e. Provide details of and consult with the CLG regarding any amendments being proposed to any of the Management Plans listed in condition 7e. This includes amendments that are being sought by certification from the Council.

Commented [SW6]: It is suggested that 15 working days be given to enable specialist feedback / input to be obtained, coordinated and preparation for the meeting. This includes for all members of the CLG who may be represented by various specialists and matters that will be regularly discussed.

- f. Provide an update at least every 2 months (or as otherwise agreed by the CLG) during construction of the Project setting out associated compliance with the consent conditions and any other relevant requirements of the Management Plans in Condition 7e including responses to compliance concerns raised by CLG members at the previous meeting.

Commented [B&A6R2]: Not accepted by Precinct. 10 working days is considered sufficient and has been accepted by MCK and Sebel.

- g. Respond to all reasonable issues/queries/requests raised by the CLG and advise how their issues/queries/requests have been resolved and if not resolved, the reasons why. The speed of the response must be proportionate to the urgency of the matter as determined by the CLG.

Commented [SW7]: This is recommended for clarity, if for any reason an update is being produced, that should also be consulted on with the CLG.

- h. Have a representative attend and chair all CLG meetings.

- i. Provide a copy of the minutes of the CLG meetings to all CLG members within 5 working days of each meeting.

- j. Provide a Project contact for assistance for the purpose of lodging complaints as specified in these conditions.

- k. To keep a Complaints register that must be submitted to the Council on request.

9. The consent holder must continue to operate the CLG ~~must continue~~ until construction works are completed on the site (including associated infrastructure), and Council sign-

Commented [B&A8]: Not accepted by Precinct. Any upgrades to wastewater infrastructure are not part of the project and will be delivered separately (like other public infrastructure upgrades that take place from time-to-time).

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off has been provided confirming that all construction-related consent conditions have been met. However, in the event that all the members of the CLG agree, or there are three (3) meetings in a row where three (3) or less CLG members attend (with the exception of M Social, (meaning if M Social wish to continue as the sole CLG member, then the meetings must continue)), the consent holder may disestablish the CLG upon written notice to its members. In such event, the conditions relating to the CLG shall cease to apply.

Princes Wharf access

- 9A. The consent holder must not cause:
- The right-turn lane from Quay Street into Princes Wharf and the left-turn from Princes Wharf to be closed during the demolition and construction phases of the Project, in a physical capacity; and/or
 - The access to and from Princes Wharf via the lower Hobson Street flyover to be closed during the demolition and construction phases of the Project, in a physical capacity.
- 9B. An exception to ~~the~~is requirements of condition 9A. is to ensure public safety is anticipated-provided for during the demolition / removal of the Lower Hobson Street Pedestrian Overbridge (scheduled to occur over a single weekend), which could result in some impacts on access into Princes Wharf. The ability to turn right into Princes Wharf must be maintained throughout those works. In determining an appropriate weekend to undertake the removal of the Lower Hobson Street Pedestrian Overbridge, the Consent Holder must engage with Docklands Management Limited to coordinate those works on a weekend that avoids, as far as practicable, cruise ship arrivals / docking at Princes Wharf.

Viaduct Harbour access

- 9C. The consent holder must not close the left-turn access from Sturdee Street into Customs Street West throughout the demolition and construction phases of the Project, in a physical capacity.

Management Plans

- Conditions 11 to 20 apply to all Management Plans required by these conditions.
- Management Plans must be prepared by a Suitably Qualified and Experienced Person(s) (SQEP).
- Management Plans must be submitted to the Council for certification in writing.

Commented [SW9]: This is recommended to provide clarity - this appears to be the intent when reading the comment below provided by Barker and Associates:

Commented [B&A10]: An exception is provided for M Social to address the likelihood of that party being the only remaining CLG member and the need for the CLG to remain in place for that.

Commented [SW10]: The Council raises to the Panel's attention that this condition may preclude any works being carried out by the Applicant / Consent Holder with respect of Wastewater Option 1a. As noted in the Watercare Memo (dated 23 April 2026), the expectation is that the works be carried out by the Applicant to ensure that the effects of the development on the network are mitigated.

Commented [SW10R2]: Refer also to Auckland Transport comment:

Commented [NS3]: Potentially affect one of the intended wastewater extension options, however there is no concern with this from AT's perspective assuming that there is no conflict with the intended infrastructure extension option. Notwithstanding this position, having discussed this further with AC we understand that the infrastructure required to reasonably service the development cannot be unbundled as part of the scope of this application. This is supported by AT and for the reasons outlined within our memo dated 29th April 2026 failure to properly consider any resulting impacts of the required wastewater / stormwater options may have material impacts upon the transport network, noting the extent of road closure(s) may be greater than what has already been assessed. Consequently, the amendments undertaken by the applicant's team have sought to delete all construction related matters arising from such works from the CTMP / CMP conditions below. In principle, the amendments provided as part of the earlier memorandum prepared by AT was to act somewhat as a stopgap at compliance stage to ensure that further information was provided to understand whether any cumulative impacts would arise from the construction activities already assessed with any additional works required to facilitate the development. There is a very possible scenario in which the reasonableness of the details, principles, and objectives of the CTMP condition may be impacted if the extent of any construction related activities is different by comparison to what has been reviewed to date.

Commented [B&A10R3]: Not accepted by Precinct. As set out in the application, previously discussed with Council, and commented on in response to changes to conditions proposed by Council (e.g., Conditions 9 and 77), any works to deal with provision of wastewater is separate from this project.

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Management Plans must be submitted at least 20 working days prior to the Commencement of Construction (as applicable) unless otherwise specified in the conditions. The certification process must be limited to confirming that the Management Plan has been prepared in accordance with the relevant condition(s) and will achieve the objectives and principles of the Management Plan.

13. Management Plans may be submitted in parts or in stages to address particular activities or to reflect a staged implementation of the Project, and when provided in part or for a stage must shall be submitted at least 20 working days prior to Commencement of Construction (as applicable) of that part or stage unless otherwise specified in the conditions. Management Plans submitted must clearly show the linkage with plans for adjacent stages and interrelated activities.

Advice Note:

Under Condition 24, the consent holder is required to address in the CMP construction works programming, including confirmation of the proposed staging and sequence of construction of the Project.

14. Where consultation on a Management Plan is required by a condition of these consents including any change to a Management Plan contemplated by Conditions 16 and 17, the consent holder must provide the following to the Council when submitting the Management Plan for certification:

- a. A summary of consultation during preparation of the Management Plan;
- b. Any feedback on the proposed text of the Management Plan from the party or parties that the condition (including conditions 7 and 8) requires consultation with; and
- c. A response to that feedback indicating the matters that were not incorporated into the text of the Management Plan submitted for certification and the reasons why.

15. Should the Council refuse to certify a Management Plan, or a part or stage of a Management Plan, in accordance with Conditions 11, 12 and 13 above, the consent holder must submit a revised Management Plan for certification as soon as practicable but no later than 20 working days of receipt of the council's written refusal to certify. The certification process must follow the same procedures as outlined in Condition 12 above.

16. Any certified Management Plan may be amended if necessary to reflect any minor changes in design, construction methods or management of effects. Any amendments

Commented [SW11]: For clarity links back to the CLG

Commented [SW12]: Refer to Condition 11 otherwise the Council cannot refuse a plan not prepared by an SQEP.

Commented [SW13]: Open ended is not helpful when the Council is dealing with a complainant. Where progress is demonstrated to achieve 20 working days Monitoring have some discretion to allow an extension. Requested by the Monitoring Officer

Commented [B&A13R2]: Not accepted by Precinct as it is considered unnecessary to put a timeframe as it is the consent holder's interest to provide this information as soon as possible.

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are to be submitted to the Council in writing prior to implementation of the change and will not be subject to certification, unless the Council determines that those amendments once implemented would result in a materially different outcome to that described in the original plan in which case Condition 17 applies.

16A. The following information must be provided in support of any minor change to a Management Plan sought by Condition 16 submitted to the Council:

a. Copies of any written feedback or complaints received from CLG members with respect of the matters addressed by the specific management plan;

b. Copies of minutes of previous CLG meetings that record discussion of matters relevant to the Management Plan being amended; and

c. Copies of written responses provided by the consent holder or their representatives in response to written feedback or complaints from CLG members or other complaints on the topic addresses by the Management Plan being amended.

16-17. Any changes to a certified Management Plan involving a materially different outcome under Condition 16 must be submitted to the Council to certify that the amended Management Plan will ~~y~~ comply with the applicable requirements of these conditions. Any material change must be consistent with the objective(s) and purpose of the relevant Management Plan and the requirements of the relevant conditions of these consents. Where a Management Plan was prepared in consultation with affected parties, any material changes to that Management Plan ~~shall~~ must be prepared in consultation with those same parties.

17-18. Any subsequent revision of the Management Plan must also be submitted ~~to the~~ Council for certification. Works must not commence on Site until the Council certification is provided in writing.

18-19. All works must be carried out in accordance with the certified Management Plans. No works or activities covered by an individual Management Plan may commence until written certification of that Management Plan is provided by the Council, unless otherwise approved in writing by the Council.

20. A copy of the certified Management Plan and / or any minor amendment to a Management Plan as agreed in writing by the Council (under Conditions 16 and 16A) must be ~~made available to the Council~~ available on-site at all times during monitoring inspections.

Review Condition

20A. Under section 128 of the RMA the conditions of this consent may be reviewed by the

Commented [SW14]: Condition 16 effectively puts the onus on the Council to confirm / make the decision whether engagement with the CLG will be triggered or not by the suggested change.

In support of condition 16, this 16A is recommended, to ensure that any issues that may have arisen, but been resolved through the CLG group without formal complaint is known to the Monitoring Officer and any Council Specialist when reviewing the suggested amendment to the Management Plan. This is to ensure that if any issues have arisen, material to the changes sought to the Management Plan, the relevant Council decision makers are fully informed, without undermining the purpose or functioning of the CLG.

Commented [SW15]: Objectives and purpose should be read together within the Management Plan Conditions

Commented [SW16]: This is requested by the Monitoring Officer as it is also to ensure that works take place in accordance with them.

Commented [SW17]: Given the large scale of the development and the complexity of the receiving environment which will be changing during the course of the development and during the operation of the development, including to mitigate the long-term risks of climate change and hazards, a review condition is recommended for the matters listed and in the case of some other matter that may arise. Matters relating to the discharge permit and the groundwater consents are also listed in this condition as matters for potential review also, as is standard practice for such consents issued by the Council.

Notably there are review conditions specifically recommended alongside Transport related conditions where there is some duplication.

Commented [B&A17R2]: These are largely accepted with the exception of 20A.B)d. as the flooding conditions and the flood barrier management plan are considered sufficient to address flood and coastal hazard risk.

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Manager Resource Consents at the consent holder's cost:

- A) On a one-off basis, in response to a complaint, or where it has become apparent to the Council or the Applicant that effects are occurring owing to a change in receiving environment following commencement of works in order:
- B) To deal with any adverse effect on the environment which may arise or potentially arise from the exercise of this consent and which it is appropriate to deal with at a later stage, in particular adverse effects associated with:
 - a. construction activity, including enabling works; basement construction; and the construction of any tower super structure(s), upon the surrounding transport network;
 - b. The safe, efficient and effective operation of the transport network, during the operational phases of the development;
 - c. The noise and vibration effects associated with the demolition, construction and operation of the development;
 - d. The safe operation of the development with respect of flood and coastal hazard risk;
 - e. Wind conditions around the site and the effectiveness of or lack of mitigation and compliance with consented wind conditions;
 - f. Any other matter that may come to the attention of the local planning authority.
- C) In the case of a discharge permit, to do something which would otherwise contravene section 15 or 15B of the RMA, to require the adoption of the best practicable option to remove or reduce any adverse effects on the environment, in particular adverse effects on the receiving environment of the Waitemata Harbour.
- D) In the case of a dewatering take or diversion, to vary the monitoring and reporting requirements, and performance standards, in order to take account of information, including the results of previous monitoring and changed environmental knowledge on:
 - o ground conditions
 - o aquifer parameters
 - o groundwater levels; and
 - o ground surface movement

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Specific conditions – land use consent LUC~~[insert reference]~~60460865

Construction Management Plan (CMP)

21. The consent holder must prepare and submit a Construction Management Plan (CMP) in general accordance with the draft CMP referenced in Condition 1.

Advice Note:

For the purposes of achieving compliance with Condition (11), references to SQEP in the context of Condition (21) includes representation and input from the Main Contractor responsible for setting up the intended programme of works and delivering any works authorised by these consents.

- 19-22. The objectives of the CMP are to:

- Define the procedures to manage adverse effects resulting from construction activities;
- Set out the duration, frequency and timing of works to manage disruption, taking into account other construction related activities occurring in the vicinity;
- Require engagement with affected receivers and members of the CLG noting the provisions of Condition 9; and
- Require timely management of complaints, including—by implementing remedial actions, where appropriate.

- 20-23. The CMP must be prepared in accordance with the following principles:

- Protect the public from demolition and construction activities; and
- Contain the demolition and construction works within the Site where possible.

- 21-24. The CMP must include specific details to manage adverse effects on the environment and neighbouring properties from construction (including demolition), and management of all works associated with this development, including at a minimum:

- Specify practicable methods and measures to manage adverse environmental effects arising from construction works in accordance with the certified Management Plans and Schedules;
- Provide the framework for the contractor responsible for this CMP to achieve compliance with conditions of resource consents and certified Management Plans and Schedules;

Commented [SW18]: Auckland Transport Advice (Comment NS8):

In response to B&A23, accept the deletion of reference to SQEP within the body of the condition. However, Condition (11) is not clear in terms of who is a SQEP for the purposes of individual management plans. Given that a contractor has not yet been specifically engaged, it is appropriate to ensure that the advice note is retained as they will be the one ultimately responsible for delivering the intended works and supporting methodology.

Commented [SW19]: To the Panel, these read more like principles and the principles read more like objectives - and might benefit from swapping around, however both are referenced as informing a decision whether to certify or not so no overall implications for decision making.

Commented [SW20]: Whilst the comment in the s55 response is noted, this cross reference would be helpful for the monitoring officer

Commented [SW21]: For clarity and to aid the Monitoring Officer

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- c. Include contact details of the appointed contractor or project manager (phone number, email address, postal address);
- d. Include a detailed outline of the construction programme including (but not limited to): the hours of operation; intended duration and sequencing for each stage of works (including demolition and construction;
- (i) This should include consideration of the finalized options for the extensions of the public Wastewater and Stormwater networks, which are subject to Engineering Plan Approval and agreement by other network utility operators;
- d.e. final methodologies for carrying out the intended works (informed by the appointed Main Contractor); identification of any differences between the draft CMP outlined in Condition 1 and the methodologies required to facilitate the intended works;
- e.f. Identify measures to be adopted to maintain the Site in a tidy condition in terms of disposal / storage or rubbish, unloading of building materials, waiting and storage areas and similar construction activities;
- f.g. Identify the location and servicing of workers' conveniences (e.g. portaloos) and workers transport arrangements and car parking;
- h. Include a Site plan(s) identifying erosion and sediment control devices, storage tanks, pumping and chemical treatment devices / structures, materials, plant and machinery storage areas as well as loading and unloading zones scenarios for each stage(s) of works, whilst taking into account the requirement of Condition 24d. Should the loading and unloading scenarios be changed by comparison to those included within the draft CMP, the consent holder must provide additional tracking to demonstrate that heavy vehicles can suitably manoeuvre in / out from any intended loading area(s) into surrounding roads and further supporting assessment detailing any resulting differences in management measures required for any new or amended construction scenario;
- g.i. Identify measures to ensure that, to the extent practicable, construction related activities are managed taking into account other demolition and construction-related activities occurring in the vicinity at the same time, to manage effects on the environment; and

Commented [SW22]: This is added with reference to the comments made within the Council's s53 Response, the cover letter provided with these condition comments and having regard to **Comments NS3** of the Auckland Transport condition comments.

With the relevant part of that comment copied below for ease:

we understand that the infrastructure required to reasonably service the development cannot be unbundled as part of the scope of this application. This is supported by AT and for the reasons outlined within our memo dated 29th April 2026 failure to properly consider any resulting impacts of the required wastewater / stormwater options may have material impacts upon the transport network, noting the extent of road closure(s) may be greater than what has already been assessed. Consequently, the amendments undertaken by the applicant's team have sought to delete all construction related matters arising from such works from the CTMP / CMP conditions below. In principle, the amendments provided as part of the earlier memorandum prepared by AT was to act somewhat as a stopgap at compliance stage to ensure that further information was provided to understand whether any cumulative impacts would arise from the construction activities already assessed with any additional works required to facilitate the development. There is a very possible scenario in which the reasonableness of the details, principles, and objectives of the CTMP condition may be impacted if the extent of any construction related activities is different by comparison to what has been reviewed to date. ... [1]

Commented [B&A22R2]: Not accepted by Precinct. The delivery and construction of any upgrades to wastewater infrastructure is separate to this project. As noted in the application and as discussed with Council, the information provided with the FTAA application confirms that there are feasible options to service the project from a wastewater perspective. Section 84A of the FTAA relates to infrastructure provision as a condition and this project is consistent with this in reference to proposed Condition 77 requiring the consent holder to ensure that connections to the public wastewater reticulation network are in place prior to the occupation of the building.

Commented [B&A23]: Not accepted by Precinct for the reasons outlined in the s55 response.

Commented [SW24]: **Commented [NS10]:** B&A27, whilst acknowledging the applicant's comments it does not appear that any specific amendments have been provided within the CTMP condition to reflect a situation where the unloading / loading scenarios may change compared to what has already been assessed. Suggest that this is the more appropriate place for such an inclusion, rather than it needing to be specifically detailed within the finalised CTMP. This is particularly significant, because the entirety of the applicant's assessment is based on a particular approach to managing any relating construction impacts. Should the contractor intend to revise this approach, the degree of adverse impacts may be materially different by comparison, which is part of the reason why the amendments were originally proposed to provide t ... [2]

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h-j. Complaints logging, monitoring and response procedure including for notifying the Council and updating the CLG.

Commented [B&A25]: Not accepted by Precinct as it is too prescriptive and will be addressed as part of the CMP document.

Construction Traffic Management Plan (CTMP)

25. The consent holder must prepare and submit a Construction Traffic Management Plan (CTMP) in general accordance with the draft CTMP referenced in Condition 1.

22-26. The objective of the CTMP is to manage the effects of demolition and construction traffic impacts on the surrounding road network, including effects on:

- a. The efficient operation of the managed accesses and construction staging area contained within Lower Hobson Street for the purposes of unloading and loading construction vehicles;
- b. The performance of the adjacent intersections including Lower Albert Street / Customs Street West, Lower Hobson Street / Customs Street West / Sturdee Street and Sturdee Street / Customs Street West;
- c. The function of adjacent bus lanes and bus services that rely upon the immediately surrounding transport network including (but not limited to) the Northern and Western Express bus routes; and
- d. The properties within the vicinity of the demolition and construction works.

23-27. The CTMP must be prepared to achieve the following principles:

- aa. A clear understanding of the constraints and requirements of those residents and businesses operating in the vicinity of the Project (obtained through consultation with the CLG and affected parties) informs the approach to the management of traffic activities associated with the demolition and construction phases of the Project;
- a. Protect the public from hazards associated with demolition and construction activities;
- b. Contain the demolition and construction works within the Site where possible;
- c. Minimise/Avoid pedestrian-closures along Customs Street West except for in the period during demolition required to remove the existing vehicle ramp from the Downtown Car Park to Fanshawe Street;
- d. Minimise/Avoid road and bus lane closures, except in the following instances:
 - (i) For the east side of Lower Hobson Street at the lower level between Quay Street and Customs Street West and a small section of Customs

Commented [SW26]: AT request that the function is maintained, not for the effects to be managed.

Commented [SW27]: The following comments, made by Auckland Transport, are brought to the attention of the Panel noting that they could introduce a potential conflict between resident and business requirements and the best outcome for overall network efficiency and functioning and the objectives and principles of the CTMP - see below:

Commented [NS15]: B&A32, this principle does raise some concerns because of the fact that there is a suggestion that an alternative management approach might be required to factor in the needs of party(ies) to the CLG, which might result in materially different adverse effects upon the network. We understand that consultation has occurred with some parties, particularly extensive engagement with M Social to understand how the scope of construction impacts might affect the use of their loading space, however a similar degree of visibility for any other party(ies) has not been provided to Council to understand if alternative management measures are required or not and whether the could be traded off against other fundamental principles of the CTMP, notably maintaining the function and effectiveness of the network more generally. At the meeting held on 9th June 2026, this difficulty was acknowledged by the applicant and has confirmed that they intend to meet with these parties shortly to confirm the extent to which their operational requirements need to be met.

Commented [SW28]: The Panel's attention is drawn to the comments of Auckland Transport (NS16) of their condition set (Appendix 2). Auckland Transport make the following comment with respect of parts c. and d. of this condition:

Commented [NS16]: B&A33, the amendments proposed to delete the use of the "Avoid" and reintroduction of "Minimise" are not accepted. The reasoning for this is that there is some suggestion that a degree of flexibility is intended to be retained, which could inadvertently result in additional road(s) and/or bus lane(s) closures over and above those that have already been explicitly identified and assessed. Should any further road closure(s) or bus lane(s) closure be proposed, the degree of adverse impacts is likely to be greater than what has already been accepted and could compromise the function of the bus services reliant upon this part of the City Centre, most notably the WX1 / NX1 / Western Shore Buses and other key inner city services. At the meeting held on 9th June 2026, the applicant indicated that the intent of such an amendment was to provide some degree of flexibility. However, it is difficult to entertain an increased level of flexibility without having a specific assessment to ascertain what the degree of adverse impact upon the transport network might be.

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Street West between Sturdee Street and the existing western Downtown Car Park entry; and

- (ii) During a time when the existing vehicle ramp from the Downtown Car Park to Fanshawe Street is being removed and the time during the removal of the existing pedestrian overbridge at the northern end of Lower Hobson Street
- e. Have regard to Auckland Transport's Temporary Traffic Management Guidelines 2022 – 2025, dated 7th September 2022 ("TTM") in preparing the CTMP;
- f. Manage impacts upon the transport network, taking into account other construction related activities occurring in the vicinity; and
- g. Avoid using Quay Street and the **Viaduct Streets** as Heavy Construction Vehicle routes.

24.28. The CTMP must include specific details relating to avoiding, remedying, or mitigating adverse effects on the transport environment from demolition, earthworks, construction and management of all works associated with this development, and taking into account other construction related activities occurring in the vicinity, and setting out procedures to be followed which ensure compliance with the conditions of consent, and at a minimum must include:

- a. Contact details of the appointed contractor or project manager (phone number, email address, postal address);
- b. An outline of the Site clearance, demolition and construction programme as required in Condition 24d;
- ~~b-c.~~ Detailed consideration of the extent to which the undertaking of the public Wastewater and Stormwater extensions, as outlined in Condition (24)(d) of these consents, will adversely affect the surrounding transport network and the necessary management measures required to ensure that the principles of the CTMP, as required in Condition (27) of these consents, are to be upheld;
- ~~c-d.~~ Plans showing areas where stockpiles, and storage of equipment will occur so that any obstruction of public spaces (e.g., roads) is minimised;
- ~~d-e.~~ Plans showing the location of any Site offices and worker facilities during the construction period;

Commented [SW29]: The Panel is advised that the following comment has been made by Auckland Transport in their condition comments (Appendix 3).

Commented [NS18]: B&A36, comments and deletion not accepted. It is understood that the works cannot be unbundled as part of the scope of this application, noting that it is inherently part of the proposal required to service the intended development.

This condition reiterates the previous Council s53 response position and this condition is re-inserted.

Commented [B&A29R2]: Not accepted by Precinct per wastewater infrastructure upgrade comments above.

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e.f. Details of measures to manage how contractors will travel to and from the Site for work, including measures to promote alternative travel modes to driving, such as carpooling, using public transport, or cycling/walking where feasible, avoiding the use of the dedicated vehicle access beneath the flyover at the intersection of Sturdee Street / Customs Street West; providing a shuttle bus from off-site parking, and identifying nearby public car park facilities where workers can park. All staff are to be advised that parking in time-restricted or residential areas is not permitted;

f.g. An overview of measures that will be adopted to prevent unauthorised public access during the construction period;

g.h. Location of traffic signs and measures for advanced notice of any disruptions to the surrounding transport network during demolition and construction (including but not limited to) the removal of the Lower Hobson Street footbridge, and the removal of the Downtown Carpark Ramp across Customs Street West. This must include (at a minimum) the following:

(i) Variable Message Signage ("VMS") on Quay Street to the east warning of the works to enable motorists to make an informed decision as to choose another route;

~~(ii)~~ Signage warning of road closures for works involving the removal of the vehicle access ramp from the existing Downtown Car Park for at least 14 days prior to the works commencing; and including Variable Message Signage ("VMS"); and

~~(iii)~~ Advanced advertising and notification, including (but not limited to)- the use of radio, social media, use of VMS on the wider road network, signage, and other options to the travelling public to inform consideration of alternative travel arrangements or use of different routes to avoid the area.

h.i. Hours of operation and any restrictions on Site access at certain times, including measures to manage access;

- (i) During demolition;
- (ii) During enabling works and basement construction; and
- (iii) During tower construction.

i.j. A list and description of all heavy vehicle types that will require access to the Site, including frequency over the various stages of the Project and the associated

Commented [SW30]: The following Auckland Transport comments have been provided (Appendix 2) and are supported:

Commented [NS19]: B&A37, comments and deletion not accepted. This condition is in relation to construction workers travelling to and from the site for work, and not in relation to the delivery of materials. Construction workers arriving to work on a day to day basis should not require direct access to the site in a location that is intended for use by heavy vehicles. The ability to manage workers' vehicles commuting to the site will be difficult to coordinate these with heavy vehicles. This has the potential to effect the efficient operation of the access under the Lower Hobson Street flyover which could impact on the operation on bus lane. The restriction is considered appropriate given that the draft CTMP states that workers will be encouraged to use public transport and will be advise of off-site parking. Therefore, there should be little need for workers travelling to the site to work to drive into the site. Alternative arrangements would be needed for workers to drop off tools.

Commented [SW31]: Auckland Transport made the changes provided and the comments below. The changes shown across reflect the actual changes to the Applicant's text rather than deleting the whole section and replacing it. This illustrates their isn't a huge difference between the preferred approaches for the Panel's information.

Longer notification / advanced warning is supported in this busy area that is to be subject to many changes through the construction period.

Commented [NS20]: B&A38, amendments not accepted. Lacking specificity in location / timeframes / extent to ensure that sufficient notice is provided to motorists. Earlier inclusion is considered more appropriate to give motorists suitable advanced notice.

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waiting and loading locations. This must include details outlined in the final CMP, as required in Condition 24;

j-k. A maximum number of 24 construction vehicles (48 vehicle movements) per hour across all hours of works accessing the construction zone via a right turn from Sturdee Street/Hobson Street into Customs Street West, except that a greater number may be ~~expressly~~ approved as part of the finalized CTMP where supported by a Transport Assessment prepared by a SQEP and otherwise certified by Council. For the purposes of this condition.

"Construction vehicles" includes heavy construction vehicles; trucks and vans for the purposes of loading or unloading of substantive construction materials; but excluding cars;

l. The arrival of heavy truck movements to Lower Hobson Street must be managed so that no more than one truck arrives at the site access at a time, and only when there is sufficient space within the site to accommodate additional trucks;

k-m. Measures to ensure satisfactory vehicle and pedestrian access is maintained to adjacent properties at all times, unless agreed by private agreement.

l-n. jj. The retention of an east-west pedestrian connection along Customs Street West, which must be secured by way of Class-B Hoardings (or similar), alongside provision of a managed zebra crossing from the northern Customs Street West footpath to the median island at the Customs Street West / Sturdee Street intersection;

m-o. jji. The location of any contractor parking area(s) of light vehicles and access for dropping off tools, which should include reference to the detail requested within the CMP: No access of light vehicles must be permitted through the managed access proposed beneath the flyover into Lower Hobson Street;

n-p. Temporary protection measures to minimise any damage to public roads, footpaths, berms, kerbs, reserves or other public assets as a result of the demolition, earthworks and construction activities;

o-q. Requirements for any road pavement assessment and road pavement monitoring details, and associated road pavement repair measures;

p-r. The process to record and investigate all traffic complaints that includes the following steps being taken as soon as practicable:

- (i) Acknowledge receipt of the concern or complaint within 24 hours and

Commented [SW32]: Auckland Transport Advise (Appendix 2): The Panel is advised that a review condition is recommended (condition 20A) of this set.

Commented [NS21]: B&A40, amendments have been suggested to address the applicant's further response and based on the discussions that were held on 9th June 2026. Specifically, AT have identified that the previous amendments lacked detail regarding the types of construction vehicles that could use this space and the potential of a quasi-self certification process within the condition. Should there be any concerns with the intensity of the numbers that would warrant the lowering of the maximums, depending on where the applicant is at across their various stages of construction, a s128 review condition is an appropriate mechanism to lower the maximums should there be any noticeable impacts upon the transport network that would necessitate an alternative approach.

Commented [SW33]: Auckland Transport comment: as below. For the information of the Panel a meeting took place on 9th June between the Council, Auckland Transport and Applicant transport engineers, planners and Applicant to discuss the intended condition feedback and comment on the review of new information provided.

Commented [NS22]: Deletion proposed without any specific feedback on such an amendment. This is inherently part of the applicant's intended approach to managing HCVs. At the meeting held on 9th June 2026, the applicant clarified that they don't think that this is necessary as there are stages where trucks can be accommodated within the subject site in certain scenarios, particularly where space is available within the site itself and outside of the staging area contained within Lower Hobson Street. Whilst AT acknowledges this position, there still remains a risk without appropriate management of trucks queuing back into the adjacent bus lane. The management of these movements is appropriate to minimise and effectively mitigate the potential for this conflict to occur.

Commented [SW34]: AT refer to the above comments in not accepting the changes proposed by the Applicant and this is supported.

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record:

- Time and date the complaint was received and who received it;
 - Time and date of the activity subject to the complaint (estimated where not known);
 - The name, address and contact details of the complainant (unless they elect not to provide);
 - The complainants' description of the resulting effects; and
 - Any relief sought by the complainant;
- (ii) Identify the relevant activity and the nature of the works at the time of the complaint;
- (iii) Review the mitigation and management measures in place;
- (iv) Record the findings and recommendations in a complaints register that is provided to the Project Manager after each and every complaint and made available to the CLG and Auckland Council upon request;
- (v) Report the outcomes of the investigation to the complainant within 5 working days of the complaint being received, identifying where the relief sought by the complainant has been adopted or the reason(s) otherwise;

q-s. Identification of haulage routes with Auckland Council and Auckland Transport prior to Commencement of Construction, that minimise the effects of construction-related traffic on sensitive land uses in the vicinity of the site. Haulage routes must consider the restrictions in Condition 27.

r-t. Avoid use of the existing loading zones on Lower Hobson Street and Customs Street West (to the west of Lower Hobson Street);

oo. Avoid left hand movements from Sturdee Street into the give way intersection of Sturdee Street / Customs Street West east of existing flyover into the loading area located within the lower level of Lower Hobson Street;

s-u. Provide facilities to clean vehicles' wheels prior to exiting the works area to minimise the chances of mud or other excavated material from being dropped on the road;

t-v. Ensure the Site access point(s) are clearly signposted;

u-w. For each construction phase including for infrastructure works:

- (i) identify the location and duration of any road or lane closures associated

Commented [B&A35]: Not accepted by Precinct per the wastewater infrastructure comments above.

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with on-street loading zones for construction traffic (including the dimensions of loading zones) to ensure these are of sufficient size to accommodate the anticipated number of heavy vehicle movements, including during peak demand periods.

- (ii) Where road closures are proposed, details of road closure segments and duration of works for each closure, indication of detour routes for each closure and assessment of the effects on the road and public transport network of any road closures and a plan to mitigate these effects;

W-X. Measures to ensure that loading zones for construction traffic will be managed to minimise congestion on the surrounding road network;

W-Y. Measures to ensure truck travel to and from the Site is staged and sequenced as much as possible. These measures will include (but not limited to) detailed planning and preconstruction coordination, radio communication devices and GPS tracking of trucks. This will ensure that the designated truck holding areas will be unlikely to overflow and potentially result in conflict with the general traffic and bus lanes; and

X-Z. Identify the relevant Auckland Transport/Auckland Council approvals.

Advice note:

- *It is the responsibility of the consent holder to seek separate approval for the CTMP from Auckland Transport. Please see Auckland Transport's website www.aucklandtransport.govt.nz for more information.*
- *The CTMP must be prepared in accordance with the Auckland Code of Practice for Land Development and Subdivision Chapter 3: Transport or CTMPs (as applicable) and the New Zealand Guide to Temporary Traffic Management (NZGTTM), which is replacing the New Zealand Transport Authority's Code of Practice for Temporary Traffic Management (CoPTTM)*
- For the purposes of reviewing and certifying matters relating to Conditions (25) – (28), the Council will engage Auckland Transport (AT), or any equivalent entity(ies) to be created at the result of Local Government reform, to provide specific commentary on the updated CTMP for certification.

Commented [SW36]: Recommended to aid the Monitoring Officer

S128 Review Condition – Construction Management

28A. Under section 128 of the RMA, the conditions of these consents may be reviewed by the Manager Resource Consents at the consent holder's cost.

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Within one month following commencement of any particular construction activity (enabling works, basement construction, infrastructure works or above ground construction) authorized by these consents, but excluding the period of decommissioning any utilities contained within the Downtown Car Park, in order:

- To deal with any adverse effect on the environment which may arise or potentially arise from the exercise of these consents and which it is appropriate to deal with at a later stage, in particular adverse construction effects associated with the undertaking of any required construction activity, including enabling works; basement construction; and the construction of any tower super structure(s), upon the surrounding transport network; and
- To review the suitability of the objectives, principles, and specific details required in the final CTMP required in Conditions (26), (27), and (28) of these consents to appropriately avoid, remedy, or mitigate adverse effects upon the transport network directly associated with any construction activity(ies) exercised through these consents. This may include, but not be limited to, the following measures:
 - a) Reduction of the maximum number of hourly Construction Vehicles below the maximum of 24 Construction Vehicles required by Condition (28)(k) of these consents; and
 - b) Restrictions to Construction Vehicles during either the AM peak period between the hours of 7am – 10am and/or PM peak period between 4pm – 7pm;

Flyover Visual Screening Barrier

28B. At least two weeks prior to the commencement of any construction activity authorized by these consents, the consent holder must erect a 1m visual screen from the top of the existing concrete edge barrier along the entire eastern extent of the Hobson Street Flyover to limit views towards any proposed crane operation. This barrier must be maintained for the life of the required construction activity or until such a time that the Hobson Street Flyover is no longer in place or operational.

Advice Note:

Engineering Approval will be required for this work.

Construction Noise and Vibration Management Plan (CNVMP)

25-29. The consent holder must prepare and submit a Construction Noise and Vibration Management Plan (CNVMP) in general accordance with the draft CNVMP referenced in Condition 1.

26-30. The objective of the CNVMP is to identify and adopt the Best Practicable Option for minimising adverse construction noise and vibration effects, including defining the procedures to be followed to achieve compliance with the criteria in Conditions 65 and 67 where practicable; and where compliance cannot practicably be achieved, ensuring that the Schedule to the CNVMP is prepared in accordance with Condition 70.

30A. The consent holder must engage with the CLG and affected receivers as identified by the SQEP as part of the development of the final CNVMP to ensure a clear

Commented [SW37]: This has been requested by Auckland Transport with the exception of this text subject to the comment. This is recommended alongside the timeframe of one month to clarify that it is within one month of commencement of each stage of construction typology that a review may be triggered. This is for the Monitoring officer and Applicants / Panels' clarity.

Commented [SW38]: Auckland Transport provided this comment attached to condition 12 in their response set (Appendix 3 to the Council Response). This is provided here for the benefit of the Panel.

Commented [NS4]: B&A15: As discussed with the applicant and covered via supporting email, conditions relating to heavy construction vehicle monitoring are considered no longer required. However, there is an area of disagreement relating to the need for erecting and maintaining visual screens along the flyover. For the reasons outlined within Section 7.18 & 7.19 of Mr Peake's memo dated 29th April 2026, the applicant has not resolved these outstanding concerns and the s55 response provided does not provide any additional information to this effect, which has not otherwise been considered previously. AT maintains the position that the risk of driver distraction is exacerbated in this location, which is inherently different compared with other locations within the City Centre due to the proximity between the construction staging area and flyover; and the fact that there is no visibility of the staging area at the lower level when motorists are moving along the flyover. The potential impact at this location in the event of a crash is disruption to the network, particularly for buses including the NX1 and key north shore services, noting that this is the only route out from this location for these key bus services.

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understanding of the constraints and requirements of those residents and businesses operating in the vicinity of [the Project](#) to inform the approach to mitigating noise and vibration effects associated with the demolition and construction phases of the Project.

[27-31](#). The CNVMP must, at a minimum, include the information required by Section 8 and Annex E2 of NZS6803:1999. The CNVMP must include at a minimum:

- a. Noise and vibration criteria identified in Conditions 65 and 67;
- b. Hours of work;
- c. Identification of the likely sources of noise emissions during the demolition and construction works;
- d. Identification of the likely noise and vibration levels activities during the demolition and construction works;
- e. Identification of the duration, frequency and timing of works to manage disruption;
- f. Identification of potentially affected receivers;
- g. Processes for engaging with potentially affected receivers;
- h. Measures for controlling noise and vibration;
- i. A complaints procedure;
- j. Methods and frequency for construction noise and vibration monitoring, and reporting of monitoring results and outcomes;
- k. Noise and vibration management training requirements;
- l. Procedures for preparing a Schedule to the CNVMP in accordance with Conditions 71 and 72;
- m. A description of situations where a Schedule is likely to be required by Condition 69; (including demolition and construction works) at certain times and locations and certain types of activities), and
- n. A requirement for the review of the CNVMP:
 - (i) annually after its first certification; and
 - (ii) where there are changes to the construction methodology during the demolition and construction works that are likely to result in material changes to noise and vibration levels from those addressed in the CNVMP.

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- o. A requirement for the update of the CNVMP:
 - (i) where there are changes to the construction methodology or stated timing of works (such as works demonstrated as necessary to be undertaken on a Sunday, Public Holiday or after 10.30pm) during the demolition and construction works that are likely to result in material changes to noise and vibration levels from those addressed in the CNVMP.

31A. The consent holder must implement the certified CNVMP for the duration of the demolition and construction works and keep an updated copy at the Site office.

Erosion and Sediment Control Management Plan (ESCMP)

28-32. Prior to any earthworks activity commencing, ~~t~~he consent holder must prepare and submit an Erosion and Sediment Control Management Plan (**ESCMP**) in general accordance with the draft ESCP referenced in Condition 1 and guided by Council's guideline document *Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Regional Guideline Document 2016/05 (GD05)*.

29-33. The objectives of the ESCMP are to:

- a. Detail the Best Management Practices that will be implemented to minimise potential for erosion; and
- b. Maximise the removal of sediment from any stormwater runoff during earthworks and land disturbance prior to discharge into the receiving environment.

30-34. The ESCMP must include at a minimum the following information:

- a. Specific erosion and sediment control works (location, dimensions, capacity, supporting calculations and design drawings), all controls must be in line accordance with Auckland Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region (GD05);
- b. Catchment boundaries;
- c. Timing and duration of construction and operation of control works (in relation to the staging and sequencing of earthworks);
- d. Details relating to the management of exposed areas (e.g., grassing, mulching or placement of hardfill); and
- e. Monitoring and maintenance requirements for the proposed erosion and

Commented [SW39]: This is already covered by condition 19 for all certified management plans.

Commented [B&A39R2]: This is proposed by Precinct in response to requests by other parties.

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sediment controls.

- f. Location of stabilised construction entry/exits.
- g. Wheel wash facilities, if required, at each exit point to minimize sediment tracking onto the public roads.
- h. Confirmation of how dewatering and treatment of water will be undertaken.
- i. Monitoring and maintenance requirements, including specific maintenance required for the water treatment device(s) and frequency of cleaning out / desilting.
- j. Confirmation of the wastewater system that will be built, the construction methodology and the required erosion and sediment control measures.
- k. Prior to 1 May of any year that earthworks are proposed to be undertaken during the winter period (1 May to 30 September inclusive), the ESCMP should be reviewed and updated to include any additional ESC measures that may be required during the winter period.

34A. The consent holder must ensure that aAll discharges from the site to the receiving environment (including the stormwater system) must achieve a minimum water quality of:

- a. 100 mm of visual clarity; and
- b. pH between 5.5 and 8.5.

Chemical Treatment Management Plan (ChTMP)

34B. Prior to the commencement of earthworks activity on the site, the consent holder must prepare and submit to the Council for written certification, a Chemical Treatment Management Plan (ChTMP) must be prepared in accordance with GD05 ~~and submitted to Council for written certification~~. No earthwork activities must commence until written certification is provided by Council that the ChTMP meets the requirements of GD05, and the measures referred to in that plan have been implemented. The ChTMP must include as a minimum:

- a. Specific design details of chemical treatment system based on a flow activated dosing methodology for the site's dewatering system(s);
- b. Monitoring, maintenance and contingency programme (including a record sheet);
- c. Details of optimum dosage (including assumptions);

Commented [SW41]: To the Panel: This update has been accepted by the Planning Agent.

Neither Option 1 nor Option 4 is supported by sufficient information to determine consent matters. Upgrades are necessary to deliver the local wastewater capacity needed to service the development. Watercare in their memo (23 April 2026) state that these local upgrades are the responsibility of the consent holder to design, carry out and fund. There is a risk to development delivery given the high likelihood for need of consents to deliver either option (with Option 4 being much more complex).

This matter is addressed throughout.

Commented [B&A41R2]: This is understood to relate to construction wastewater and not operational and was recommended by the Council Erosion and Sediment Control Specialist as part of the s53 comments.

Commented [SW42]: Minor amendments for readability / to refer to the Consent Holder

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- d. Results of initial chemical treatment trial;
- ~~d-e.~~ Details of how the site's dewatering system(s) will be chemically treated in accordance with this plan;
- ~~e-f.~~ A spill contingency plan; and
- ~~f-g.~~ Details of the person or bodies that will hold responsibility for long term operation and maintenance of the chemical treatment system and the organisational structure which will support this system.

Advice note:

In the event that minor amendments to the ChTMP are required, any such amendments should be limited to the scope of this consent. Any amendments which affect the performance of the ChTMP may require an application to be made in accordance with section 127 of the RMA. Any minor amendments should be provided to the Council prior to implementation to confirm that they are within the scope of this consent.

~~34C. The site's dewatering system(s) must be chemically treated in accordance with the certified ChTMP required by condition 34B.~~

- 34D. All water generated during the concrete cutting must be contained and appropriately disposed of to ensure it does not enter the stormwater system.

Dust Management Plan (DMP)

~~34-35.~~ The consent holder must, prior to commencement of demolition works prepare and submit a Dust Management Plan (DMP) in general accordance with the draft DMP referenced in Condition 1 and the requirements set out in conditions 36, 36A, 37, 101A and 101B below.

~~32-36.~~ The objective of the DMP is to manage and monitor dust related effects from demolition, earthworks and construction onsite in accordance with the "Ministry for the Environment Good Practice Guide for Assessing and Managing the Environmental Effects of Dust Emissions" dated November 2016.

- 36A The consent holder must engage with the CLG and affected receivers as identified by the SQEP as part of the development of the final DMP to ensure a clear understanding of the constraints and requirements of those residents and businesses operating in the vicinity of Project to inform the approach to mitigating dust effects associated with the demolition and construction phases of the Project.

~~33-37.~~ The DMP must, as a minimum, include the following information:

Commented [SW43]: The Monitoring Officer in her s53 Response Memo requested this be incorporated into the Management Plan for ease of Monitoring. See it is moved into e. above.

Commented [SW44]: For clarity for the consent holder and Monitoring Officer.

Commented [SW45]: For clarity. The Council's Air Quality Specialist supports the amendments to Air Quality conditions, including the approach to Monitoring that differs to what he initially requested on the basis that the DMP is updated to reflect the requirements of the conditions relating to Dust and Air Quality and monitoring.

Commented [B&A45R2]: This comment is noted. An updated DMP will be included as part of the applicant's formal response to RFI 3.

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- a. A general description of the activities and main potential sources of dust emission;
- b. Contact details for the person who will manage dust and receive complaints on Site to be made available to staff;
- c. A full description of the dust mitigation system, including identifying relevant operating procedures and parameters, inventory of mitigating equipment and materials, details and reporting on maintenance programmes for this equipment and contingency procedures;
- d. A description of the staff training required, including areas staff are to be trained in, mitigation methods to be used, frequency of training and where training records are to be kept;
- e. Visual inspection and monitoring procedures, including frequency and kind of monitoring to be undertaken, records to be kept and any system review or reporting required;
- f. Methods for continuous monitoring of ambient PM10 or Total Suspended Particulate (TSP) concentrations and wind speed and direction in accordance with Condition 101A, including specification of trigger levels for ambient PM10 or TSP concentrations and procedures for investigating and implementing dust management responses to measured trigger level exceedances; and
- g. A process to record and investigate any dust complaints.

Groundwater and Settlement Monitoring and Contingency Plan (GSMCP)

34-38. The consent holder must prepare and submit a Groundwater and Settlement Monitoring and Contingency Plan (**GSMCP**) in general accordance with the draft GSMCP referenced in Condition 1.

35-39. The objective of the GSMCP is to set out project controls to measure groundwater drawdown and ground settlements, and to address potential geotechnical effects related to the demolition and construction works.

39A. The consent holder must engage with the CLG and affected receivers as identified by the SQEP as part of the development of the final GSMCP to ensure a clear understanding of any particular constraints or mitigation requirements of those buildings (and the activities contained within them) in the vicinity of the Project to inform the approach to mitigating groundwater and settlement effects associated with the Project.

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[36-40](#) The GSMCP must, as a minimum, include the following information:

- a. A monitoring location plan, showing the location and type of all Monitoring Stations, including ground and building deformation pins, retaining wall deflection markers and inclinometers and groundwater monitoring boreholes. The monitoring plan must be based on the plan titled "Downtown Car Park Redevelopment - Construction Monitoring and Instrumentation Plan", prepared by T + T, Figure 1, rev. 42, dated 2 May 20265. In any case where the location of a Monitoring Station differs substantively from that shown on the plan titled "Downtown Car Park Redevelopment - Construction Monitoring and Instrumentation Plan", prepared by T + T, Figure 1, rev. 42, dated 2 May 20265, a written explanation for the difference must be provided at the same time that the GSMCP is provided;
- b. Final completed schedules B to D for monitoring of ground surface, building deformation and retaining wall deflection (including any proposed changes to the monitoring frequency) as required by conditions below;
- c. All monitoring data, the identification of Services susceptible to Damage and all building/Service condition surveys undertaken to date, and required by conditions below;
- d. A bar chart or a schedule, showing the timing and frequency of condition surveys, visual inspections and all other monitoring required by this consent, and a sample report template for the required two monthly monitoring;
- e. All Alert and Alarm Level Triggers (including reasons if changes to such are proposed, for example as a result of recommendations in the building condition surveys or data obtained from pre-dewatering monitoring); and
- f. Details of the contingency actions to be implemented if Alert or Alarm Levels are exceeded.

[37-41](#) A copy of all pre-excavations building, structure condition surveys, and Service condition surveys required by this consent must be submitted to the Council with the GSMCP. All other records required by this consent must be provided to the Council upon request.

Contamination Site Management Plan (CSMP)

[38-42](#) The consent holder must prepare and submit a Contamination Site Management Plan (CSMP) in general accordance with the draft CSMP referenced in Condition 1, following the completion of a Detailed Site Investigation (DSI) referenced in Condition [141].

[39-43](#) The objectives of the CSMP are to:

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- a. Provide procedures to manage potential ground contamination effects on human health and the environment during ground disturbance activities associated with the proposed site development works.
- b. Outline pre-works Site investigations to support Site development.
- c. Meet the requirements for these conditions for ground disturbance works under the NESCS and AUP.

40.44. The CSMP must, as a minimum, include the following information:

- a. Pre-works sampling procedures including sampling rationale, methodology, data evaluation and reporting;
- b. Health and safety procedures;
- c. Ground disturbance procedures;
- d. Validation and completion reporting; and
- e. CSMP administration and control.

Site-Specific Construction Waste Plan (SSWP)

- 44A. ~~The consent holder must prepare and submit a Site-Specific Waste Plan (SSWP) following the appointment of a contractor.~~ The consent holder must, prior to commencement of any demolition activities on the site and once a contractor is appointed, prepare and provide to the Council for certification a Site-Specific Construction Waste Plan (SSCWP) for the deconstruction, demolition and construction activities on the site.
- 44B. The objective of the SSCWP is to minimise waste during deconstruction, demolition and construction activities ~~and~~ ensure all materials on-site are salvaged for reuse and recycling where appropriate to minimise waste to landfill and keep valuable materials in use.
- 44C. The SSCWP must, as a minimum, include an analysis of all material on-site and salvage processes for all valuable and reusable items where appropriate. This must include identifying the salvage locations reusable or recyclable material will be transported to.
- 44D. The construction (including demolition) of the development must be carried out in accordance with the certified SSCWP at all times.

Prior to Commencement Conditions

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Pre-construction meeting

[41-45](#) Prior to the commencement of each stage of construction including demolition, enabling works and earthworks, the consent holder must hold a pre-start meeting that:

- a. Is located on the Site;
- b. Is scheduled **not less than five days** before the anticipated commencement of earthworks and/or construction;
- c. Includes an Auckland Council Monitoring Officer;
- d. Includes representation from the contractors who will undertake the works;
~~and~~
- e. Includes the project archaeologist; and
- f. Includes the project works arborist

The meeting ~~must~~will include a discussion on the methodology for the stage, including management plan requirements, and ~~shall~~must ensure all relevant parties are aware of and familiar with the necessary conditions of this consent.

The meeting prior to the commencement of demolition works must include agreement of the locations of tree protective fencing as required by conditions of this consent and record those locations.

The meeting prior to the commencement of earthworks must also include a site works briefing by the project archaeologist and the project archaeologist must provide information to the contractors engaged on the site regarding:

- a. What constitutes historic heritage materials;
- b. The legal requirements of unexpected historic heritage discoveries;
- c. The appropriate procedures to follow if historic heritage materials are uncovered whilst the project historic heritage expert is not onsite to safeguard materials; and
- d. The contact information of the relevant agencies (including the project historic heritage expert, the council monitoring team, the Auckland Council Heritage Unit and Heritage New Zealand Pouhere Taonga) and mana whenua.

The following information must be made available at the pre-start meeting:

- Timeframes for key stages of the works authorised under this consent;

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- Resource consent conditions;
- Any applicable certified management plan(s);

Advice Note:

To arrange the pre-start meeting required by the above condition please contact the Council to arrange this meeting via monitoring@aucklandcouncil.govt.nz, or 09 301 01 01. All additional information required by the council should be provided no less than two (2) days prior to the meeting.

Asbestos Management Plan

45B. The Consent Holder must ensure that demolition works are carried out in accordance with the Asbestos Management Plan, Revision 2, prepared by Aecom dated 7 February 2020 as referenced in Condition 1 of this consent at all times.

Kindercare

45A. The consent holder must, prior to the commencement of demolition works, KinderCare must vacate their premises at the Aon Building, provide cConfirmation in writing to the Council that KinderCare have vacated their occupancy of the site at 29 Custom Street West prior to the commencement of demolition works must be provided to Auckland Council.

Architectural Design Plans

42-46. Prior to the lodgement of Architectural Building Consent, a finalised set of architectural detail drawings and materials specifications must be submitted to the Council for written certification. The information must include the following:

- a. Details of the building's façade treatment / architectural features;
- b. Details and specifications of the verandah / canopy to Lower Hobson Street to confirm compliance with Standard H8.6.26(5)(a) - (d), (6) and (7) of the AUP(OP);
- a-c. Materials schedule and specification, sample palette of materials, surface finishes, and colour schemes (including colour swatches) referenced on the architectural elevations;
- b-d. Site services demonstrating how mechanical, electrical and communications equipment will be generally concealed from public view as far as practicable where this cannot be avoided for operational reasons (including external / rooftop services / plant, and visual / aural screening elements);
- e-e. Written cConfirmation from a suitably qualified and registered architectural

Commented [SW46]: This condition has been recommended by the Contaminated Land Specialist and is supported by the Monitoring Officer, noting that complaints relating to matters such as this have occurred on other large city centre development sites. This is a busy pedestrian area with sensitive adjacent receptors.

Commented [SW47]: The Monitoring Officer advises that in sensitive locations (Air Quality) with high pedestrian numbers this is a useful condition to include to enable clear responses should complaints arise.

Commented [SW48]: The proposed wording puts the onus on Kindercare, suggested amendments to put the onus on the consent holder.

Commented [SW49]: Added as this requires details of drainage and lighting for safety / CPTED purposes.

Commented [B&A49R2]: This is accepted in part with the exception of compliance with Standard H8.6.26(5)(a) and (b).

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professional that the development and all materials used for the construction complies with Standard H8.6.29 (Glare) of the AUP(OP); and

d-f. Final design of the north-south service lane between Custom Street West and Quay Street including pedestrian paths;-

e-g. Finalised design of the ground floor elevation wall position and door locations relative to the stairs and planters along Lower Hobson Street to facilitate safe emergency egress during evacuation and reduce movement clash.

The finalised set of drawings must ensure that the building's proposed architectural treatment and finished appearance is consistent with the plans and information referenced at Condition 1, with the exception of any changes made to accommodate condition 46gf above.

46B. The consent holder must ensure that aAll works must then be carried out in accordance with the finalised-certified Architectural detail drawings and materials specifications, and thereafter retained and maintained for the duration of the consented development.

Commented [SW50]: This was requested by the Monitoring Officer to aid in monitoring and rely on appropriate expertise.

Commented [SW51]: Amended to provide clarity for the monitoring officer

Commented [SW52]: Amended as a result of suggested verandah addition

Commented [SW53]: Requested as its own condition by the Monitoring Officer

Wind Screen – Design Details

46A. If required under Condition 107A, the consent holder must provide architectural detail drawings and materials specifications of the wind screen must be submitted to the Council for written certification. The following information must include the following be provided as a minimum:

a. Detailed drawings of the wind screen includings of the aesthetic quality to demonstrate that the screen is compatible with and complements its proposed architectural context;

b. Details of coordination with the proposed public realm concept and design including relating to the proposal's plan geometry, planting and other urban landscape elements, public movement patterns and views to and from the Urban Room;

b-c. Evidence consideration of display of / incorporation of public art into the design that draws on Mana Whenua design and cultural input; and

d. Details of the degree of visual permeability, particularly at its Hobson Street end.

e. Details of the level of porosity of the wind screen and confirmation it is consistent with the testing presented in the s55 Wind Memorandum, titled:

Commented [B&A54]: These are largely accepted with the exception of 46Ac as any cultural input will be undertaken outside of the resource consent process noting Ngati Whatua Orakei are development partners.

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Downtown Carpark Site Development | FTAA | Wind Engineering Response to Comments, prepared by Holmes, dated 20 May 2026, unless a change is needed to secure compliance with (f) below; and

e.f. Certification by a SQEP that the finalized development design is equivalent or better than that which resulted in the consented wind conditions as set out in "Appendix B of the Environmental Winds Report, prepared by Holmes LLP dated 29 October 2026 "Pedestrian Wind Study, prepared by RWDI, dated 23 September 2025 Table 1: Pedestrian wind comfort and safety conditions".

46B. The Wind screen details certified under condition 46B must be installed within two weeks of first occupation of the development and maintained in good functional and aesthetic condition for the duration of the consent.

Advice note:

As part of the condition monitoring process, Council's monitoring inspectors will liaise with members of the Council's Urban Design Unit to ensure that the submitted details under Conditions 46 and 46A are consistent with the approved plans and information.

Landscape Treatment and Maintenance – Finalised Details

43-47. Prior to lodgement of Architectural Building Consent a finalised set of Landscape Plans must be submitted to the Council for written certification. The finalised plans must be consistent with the landscape design identified in the plans and information referenced at condition 1 (except where addressing Universal design / movement concerns below) and must include:

- a. Detailed landscape plans for streetscape and the Urban Room, terraces and roofs and specifications;
- aa. Location of planter boxes adjoining circulation paths, with clear widths marked between walls, stairs, external doors and planter beds to show adequate clearances. This is to ensure appropriate egress widths and movement, particularly during an emergency evacuation on Lower Hobson Street;
- b. Planting schedule, detailing the specific planting species, the number of plants provided, locations, distances in between trees at street level, type (ever green or deciduous), heights/ grade (litre) at the time of planting;
- c. Irrigation and drainage details;
- d. Hard landscape plan and specifications, detailing site levels, materiality and

Commented [SW55]: To the Panel: Any staged occupation details would be helpful. Ideally to prevent a long term wind environment without sufficient mitigation (we do not know what the wind results would be from a partial construction / completion around the site) it would be better to have this in place much earlier. However it is positioned within a key construction access point.

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colour for paving, furniture and balustrade for external spaces;

- e. Annotated sections and/or design details with key dimensions to illustrate that adequate widths and depths are provided for amenity planting beds, garden beds / tree pits / raised planters / podiums and roof terraces. The depth and width of planting on raised gardens, terraces and roofs must be of sufficient space to accommodate the proposed type and scale of planting including specimen trees. The design and engineering must include suitable drainage, irrigation and medium provisions;
- f. A management/maintenance programme, in particular details of:
 - i. maintenance methodology, responsibility including frequency;
 - ii. allowance for replacement of plants in case plants are severely damaged / die over the first five years of the planting being established.

47A The finalised landscape plans must include detailed design of the hotel pick-up and drop-off interface, including landscape buffer, paving differentiation, surface treatment, and any kerb, planter or level-change details.

Advice Note:

This information is necessary to clearly distinguish the public pedestrian route along Customs Street West from the hotel drop-off and waiting areas, while maintaining safe and legible movement for all users. In considering the finalized detail, this must be considered by Urban Design and Traffic Engineering Specialists.

47B. Within the first planting season following the development being occupied and operational, the consent holder must implement the landscape design of the urban room and podium roof, which has been certified by the Council under condition 47.

Off-site Tree Planting and Maintenance – Finalised Details

47C. Prior to lodgement of Architectural Building Consent a finalised set of Off-Site Tree Planting Plans must be submitted to the Council for written certification. The finalised plans must be consistent with the tree planting identified in the Landscape Plans and information referenced at condition 1 and must include:

- a. Evidence of agreement of the owners of 196-200 Quay Street for the planting of three 2000L Pohutukawa trees in the locations indicated in the Landscape Plans listed in Condition 1;
- b. Evidence of Asset Owner Approval for the planting of one 2000L Pohutukawa

Commented [SW56]: This is added for clarity for the Monitoring Officer.

Commented [SW57]: This is replicated at condition 129 - although I find it easier sitting with the condition in this location.

Commented [SW58]: The detail set out in the condition reflects the level of uncertainty that remains with respect of the ability to plant the trees and for them to reach a reasonable size, comparable to the size of tree wind tunnel tested to produce the presented wind results.

This condition includes comments from the Parks Memo (21 April 2026) relating to further detail being needed to confirm constructability of tree pits and the ability to achieve any or all of the trees and for them to have sufficient tree pit volumes to reach maturity.

Furthermore evidence that the site owners agree the planting of these trees is needed to determine if the alternative mitigation will need to be reverted to.

Commented [B&A58R2]: This is accepted in part but have included "If required under condition 107" at the start of this condition as this is only required if the consent holder proceeds with the off-site tree mitigation as opposed to the wind screen.

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Tree in the locations indicated in the Landscape Plans listed in Condition 1:

- c. Detailed landscape plans confirming the planting of four, 2000L, 6-8m tall (at time of planting), multi-stemmed Pohutukawa Trees located within the road reserve (corner of Quay Street and Lower Hobson Street) and within 196-200 Quay Street (M-Social Hotel) and specifications;
- d. Location of any planter boxes adjoining circulation paths, with clear widths marked between walls, external doors, planter beds, kerbs and any other structure or change in surface levels to show adequate clearances. This is to ensure appropriate egress widths and movement;
- e. Annotated sections and/or design details with key dimensions to illustrate that adequate widths and depths are provided for tree pits and /or a combination of tree pits and raised planters. The depth and width of planting on raised gardens must be of sufficient space to enable the 2000L, 6-8m Pohutukawa trees to reach full maturity. This must be confirmed by a SQEP.
- f. Points d. and e. must be informed by detailed survey and evidence of underground services locations including input and advice from relevant utility providers;
- g. The design and engineering must include suitable drainage, irrigation and medium provisions;
- h. A management/maintenance and replacement strategy and programme, in particular including details of:
 - iii. maintenance methodology and responsibility including frequency;
 - iv. allowance for replacement of trees in the event they are severely damaged or die for the duration of the development. This must include having available mature 2000L, 6-8m tall replacement trees available at any time

Advice note:

- Any proposed works in the road reserve or on existing street trees will require Tree Owner Approval from the Community Facilities Urban Forest Specialist Team as the asset owner. Approval requests can be sent to treemanager@aucklandcouncil.govt.nz.

47D. The consent holder must, within the first planting season possible but at least by the middle of the first planting season following the development being occupied, the

Commented [SW59]: The Monitoring Officer reiterates this request owing to the complexity and constraints or street tree planting in the City Centre owing to underground services.

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consent holder must implement and maintain the off-site tree planting, which has been certified by the Council under condition 47C.

Signage and Wayfinding Design

44-48. Prior to occupation of the development and the erection or installation of any signs, the consent holder must provide to Council a comprehensive Signage Management Plan and Wayfinding Design for written certification containing details of all signs to be erected on the Site including:

- a. All exterior building signs, including identification and building naming signs.
- b. All exterior directional, way finding; including the location of public lifts, amenities, locker rooms, accessible toilets and rest rooms, and traffic and parking signs associated with the management of vehicle access to and from the Site that is not on land controlled by Auckland Transport.

c. e. — Advisory signage to be included within the service lane to encourage motorists exiting the site to travel to the east to use the Customs Street West service lane access rather than the Quay Street access.

d. To ensure that proposed signage is cohesive and does not detract from the architectural quality of the building and immediate surrounding area and avoids visual clutter and/or obstruction, this information is to include the location, dimensions, placement, materiality, colour, and method of attachment or placement of each sign.

48A. The consent holder must ensure that all works are carried out in accordance with the certified Signage and Wayfinding Design details, and thereafter retained and maintained for the duration of the consented development.

Lighting Plan

45-49. Prior to the lodgement of Architectural Building Consent, the consent holder must provide a Lighting Plan and Certification/ Specifications prepared by a qualified Lighting Engineer, to the Council for written certification. The purpose of this condition is to provide adequate lighting for the safety of people, working or visiting the premises and its immediate environs outside of daylight hours. The Lighting Plan must:

- a. Include details of the light-box feature (lux levels, type of lighting);
- b. Include all accessible areas of the premises where movement of people are expected. Such locations include, but are not limited to building entrances, building frontages, footpath or common access areas;

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- c. Include proposed locations, lux levels and types of lighting (i.e. manufacturer's specifications once a lighting style has been determined) and any light support structures required to control timing, level of lighting, or to minimise light spill, glare, and loss of nighttime viewing including for example emergency lighting, sensor lights, areas of glare free luminaries and; strip lighting along stairs and in front of lifts;
- d. Demonstrate compliance with the relevant standards in E24.6.1 Lighting of the Auckland Unitary Plan (Operative in Part);
- e. Demonstrate compliance with the AS/NZS 1158 P requirements and clearly specify what P Category the lighting design will achieve. The selection criteria for the chosen lighting category should also be presented (i.e. pedestrian/cycle activity, risk of crime etc);
- f. Demonstrate the vertical illuminance by means of lux contours or a similar method to assess light spill on neighbouring properties where relevant. The limits of the vertical illuminance must comply with Auckland Unitary Plan (Operative in Part) Standard E24.6.1.3;
- g. Include night-time illumination, ~~where proposed,~~ for the stairway along Customs Street West; and
- h. Include an executive summary of the above information in plain English that outlines how the relevant requirements have been applied and the design response to them.

Commented [B&A60]: Not accepted by Precinct as this will be determined at detailed design.

46-50. The finalised ~~design~~ Lighting Plan details certified by the qualified Lighting Engineer under Condition 49 must be installed and operational~~established~~ prior to the development being first occupied, and thereafter retained and maintained for the duration of the consented development.

Advice note:

The purpose of this condition is to ensure that adequate lighting is provided for frequently used areas within the proposed development for the safety of users. Adequate lighting is the amount of lighting at eye level for a person with average eyesight so they can identify any potential threat approaching them from at least a 15-metre distance.

Certification of sediment and erosion controls

47-51. Within ~~40~~ 20 working days following implementation and completion of the specific erosion and sediment control works referred to in Condition 32, and prior to the commencement of earthworks activity on the subject site, a SQEP must provide written

Commented [SW61]: Given the sensitivity of the receiving environment - certification is agreed should be secured within 10 days.

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certification that the erosion and sediment control measures have been constructed and completed in accordance with Code of Practice GD05 to the Council. Written certification must be in the form of a report or any other form acceptable to the Council.

Advanced notification that earthworks will be beginning on site

~~48-52.~~ The Council must be notified at least 5 working days prior to earthwork activities commencing on the Site.

Advice note:

- *The Auckland Council Team Leader, Compliance and Monitoring – Central is the appropriate person to send notification to, where required in this condition.*
- *Prior to the commencement of earthworks activity, all required erosion and sediment control measures on the Site shall be constructed and carried out.*
- *It is recommended that you discuss any potential measures with Council's monitoring officer who will guide you on the most appropriate approach to take. Please contact the Team Leader, Compliance & Monitoring Central on +64 9 301 0101 for more details.*

Managed Access Service Arrangement Plan (M Social)

53A. The objectives of the MASAP are:

- a. ~~To ensure necessary measures are in place to manage scheduling and coordination of access / servicing requirements and delivery arrangement of M Social to and from its service driveway on Lower Hobson Street; and~~
- b. ~~To ensure members of the public and general traffic do not enter the Lower Hobson Street slip lane during demolition and construction.~~

53. Prior to commencement of demolition that will affect access to the M Social ([196-200 Quay Street](#)) service driveway (accessed via the Lower Hobson Street slip lane), the consent holder must prepare [and submit to the Council for certification](#), a Managed Access Service Arrangement Plan (**MASAP**) ~~in general accordance with the draft MASAP referenced in Condition 1.~~

53A. The objectives of the MASAP are:

- a. To ensure necessary measures are in place to manage scheduling and coordination of access / servicing requirements and delivery arrangement of M Social to and from its service driveway on Lower Hobson Street; and

Commented [SW62]: Adjusted to better reflect the arrangement of other Management Plan conditions.

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- b. To ensure members of the public and general traffic do not enter the Lower Hobson Street slip lane during demolition and construction.

53B. The MASAP must include, but not be limited to, the following matters:

- a. Details of the proposed intercom systems to allow a loading vehicle arriving at the gate to request the contractors to open the gate;
- b. Identification of the maximum size of vehicle expected to use the M Social service driveway and an outline of the intended waiting area to minimise avoid queuing back into the Lower Hobson Street flyover lanes;
- c. Mechanisms to be undertaken, in consultation with M Social, to minimise avoid two trucks arriving to use the M Social service driveway at the same time;
- d. Details on the design of supports for the overhead hoardings adjacent to, and/or, over the M Social service driveway to maintain suitable vehicle access;
- e. Details on mechanisms that must be put in place to enable vehicles arriving at the service driveway to access the site outside of times when the construction site is operation (e.g. before or after normal construction times or at weekends);
- f. Details on the modification to Lower Hobson Street footpath kerb or modification of the median island between the lower-level Lower Hobson Street and the Lower Hobson Street flyover lanes to assist 8m trucks exiting the loading bay turning into the flyover lanes; and
- g. Provisions to update the MASAP to reflect the later stages of construction and any updated contractor management, where overlap of truck manoeuvring may occur between M Social loading vehicles and any construction vehicles required by this consented development.

- 54 The MASAP must be developed in collaboration with M Social and submitted to Council for certification at least 10 working days prior to demolition activities affecting the M Social service driveway commencing.

Advice Note:

- *Engineering Plan Approval would be required for any kerb modifications or modifications to the median island prior to commencement.*

Commented [SW63]: Auckland Transport provide the following comment and the Panel is advised that it is a point of disagreement.

Commented [NS26]: Change not accepted, notably involving the use of "Minimise" versus "without queuing". Significantly different implications and results in potential safety risks should a service vehicle be overhanging the lane with any oncoming traffic potentially resulting in a collision. This aspect was discussed at the meeting held on 9th June 2026, the applicant identified that the use of the term "Avoid" represents an inability to create some degree of flexibility around the approach to managing such matters. This might be an area of disagreement in principle. Another matter discussed in this vein was the potential for contractors to be aware of when service vehicles require access to M Social's loading bay. The suggestion raised was whether the use of a booking system, or something similar, could be appropriate to allow contractors controlling the boom dock to secure efficient and safe access.

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55. The following information must be provided with the MASAP as [required by conditions 53, 53A and 53B to inform part of](#) the Council certification process:

[a-c.](#) Records of consultation undertaken with M Social; and

[b-d.](#) A summary of changes sought by M Social and a commentary from the consent holder in regard to the changes sought by M Social, whether the consent holder has or has not adopted these changes and the reason(s) for adoption/non-adoption of the changes.

Fire Hydrant Test

56. At the Architectural building consent lodgement, the consent holder must submit to the Council a fire hydrant test(s) and accompanying report prepared by a suitably experienced and qualified engineering professional that certifies that there is adequate available water pressure for the development that meets the criteria of the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZPAS 4509:2008. The results of the fire hydrant test(s) and accompanying certification report must be prepared in accordance with the SNZ PAS 4509:2008, Table 1 (noting that the development is sprinklered).

[56A.](#) The Consent Holder must pursue the installation of break tanks as outlined in Appendix 19 - Infrastructure Concept Design Report, [listed in Condition 1](#) with the design developed in conjunction with fire protection requirements [and submit this as part of the 'accompanying report' referenced in condition 56](#).

Commented [SW65]: Additional detail added for clarity to the monitoring officer that it needs to be considered as part of the overall fire-fighting considerations for the development.

Commented [B&A66]: Corrected condition reference to Condition 56.

Advice Note:

While the area can meet the required fire protection demands, given the age ((approximately) 110 years) of the watermain at the proposed sprinkler connection point, it would be prudent to incorporate fire flows into the break tank design to help attenuate peak fire flow demand during fire events.

Stormwater Management Plan (SMP)

56B Prior to the lodgement of any Engineering Plan Approval (EPA) relating to the public stormwater network, the Consent Holder must ensure that a Stormwater Management Plan (SMP) has been prepared and formally adopted under Auckland Council's Regionwide Network Discharge Consent (RWNDNC).

The adopted SMP must demonstrate compliance with the relevant requirements of Schedule 4 of the RWNDNC and must apply to all stormwater discharges to the public stormwater network associated with the development.

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Advice Note:

The consent holder is advised that as they have not sought a private diversion and discharge consent as part of their FTAA application, and as their FTAA application stipulates that they will rely on the RWNDC, it is at the Applicant's risk to proceed at this point without adopting an SMP or a private consent.

During works conditions

Archaeological recording

57. All post 1900 historic heritage features associated with the Auckland Graving Dock (R11/3458/CHI 483), reclamation fill and the Gunson Building exposed by the excavation works must be recorded by the project archaeologist. The recording of works must include:

- a. Onsite monitoring of works in the locations identified;
- b. Spot check monitoring of the rest of the Project area, and
- c. Call-in by the contractor if suspected historic heritage remains are exposed when the project archaeologist is not present.

If post 1900 structures associated with the 1915 reclamation or the Gunson Building are identified they are to be recorded to the standards prescribed in Heritage New Zealand Pouhere Taonga Archaeological Guidelines Series: Number 1 – Investigation and Recording of Buildings and Standing Structures (2018)

Advice Notes:

Heritage New Zealand Pouhere Taonga Archaeological Guidelines Series: Number 1 – Investigation and Recording of Buildings and Standing Structures (2018) are available at www.heritage.org.nz/protecting-heritage/archaeology/archaeological-guidelines-and-templates.

Protection of Auckland Harbour Board Building

- 57A. The Consent Holder must ensure that any temporary scaffolding erected to provide access to the exterior of the existing scheduled historic heritage building 'Former Auckland Harbour Board Building' at 204 Quay Street must be designed and secured in a manner that does not cause any damage to the heritage fabric of the scheduled building.

Restoration of the former Auckland Harbour Board workshop building

- 57B. Prior to any restorative works to the exterior of the scheduled historic heritage building,

Commented [SW67]: I have reviewed the Planning Memorandum and comment in the condition set relating to Heritage matters and I partly agree with the comments made. However I do consider that compliance conditions to clarify the need to protect the façade, and to have finalised details of the façade of the building are not unreasonable and do not add cost out of scale to the nature of the works. These are added as conditions 57A and 57B below.

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detailed drawings and material specification of the proposed new window and mouldings must be submitted to the Council for certification. The details must be consistent with the documentation listed in condition 1 and compatible with the existing design features of the building. All works must be carried out in accordance with the certified details.

Tree Protection

58. The consent holder must ensure that all tree work be undertaken in accordance with the recommendations within the Arboricultural Assessment, prepared by Peers Brown Miller Ltd, dated 04/11/2025, as listed in Condition 1. A copy of this Arboricultural Assessment must be available onsite at all times.
59. The consent holder must ensure that no excavations are to be undertaken within the protected root zones of any street trees (including those within Sturdee Street Reserve) as part of the works, as all hard surfaces or foundations are beyond the canopy of the identified trees. If any alterations are required, further advice must be sought from the works arborist.
60. The protected root zone of the street trees must be considered sacrosanct. No building or fill materials must be stored or placed within the protected areas, either on a temporary or permanent basis.
61. Protective fencing of at least 1.8m high must be installed at an appropriate alignment on the edge of the root zone, under the guidance of the appointed project works arborist. This fencing must be installed at the edge of the root zone where practicable.
62. The fencing as required in condition 61 must remain in place for the duration of the Project in order to best protect the subject trees. The fencing is to be rent-o style steel mesh sections. The location of this fencing as described in conditions 61 and 62 is to be confirmed and approved at the pre-construction meetings required by condition 45.
63. All pruning works are to be undertaken by a Council Approved Arborist under the supervision of the project works arborist. The pruning is to be recorded and added to the completion log.
64. Compliance with all conditions of consent relating to tree protection must be monitored by the appointed project works arborist, with the detail of each visit and communication being logged. The completed log must be provided to the consent holder at the completion of the project to serve as a compliance report and made available to the Council on request.

Advice Notes:

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- *Prior to all works commencing on the Site, the consent holder should engage the services of a qualified and competent arborist experienced in site development activities in close proximity to mature trees to direct, supervise and monitor all pruning and activity that occurs in the root zone of protected trees for the duration of the Project in accordance with standards E17.6.*
- *The consent holder should ensure that all contractors, sub-contractors, and workers engaged in all activities covered by this consent are advised of the tree protection measures in the conditions of consent and operate in accordance with them.*
- *Any proposed works in the road reserve or on existing street trees will require Tree Owner Approval from the Community Facilities Urban Forest Specialist Team as the asset owner. Approval requests can be sent to treemanager@auckland.council.govt.nz*

Construction noise limits

65. Demolition and construction noise must be measured and assessed in accordance with NZS6803:1999 “Acoustics – Construction Noise” and must, subject to condition 66, comply with the following criteria at occupied buildings:

Time	Construction Noise	
	dB LAeq	LAFmax
Monday to Friday 6:30am – 10:30pm	75	90
Saturday 7:00am – 11:00pm	80	90
Sunday 9:00am – 7:00pm	65	85
All other times	60	75

66. Where compliance with the criteria set out above is not practicable, the process in Condition 69 ~~shall~~must be adopted.

Advice note:

Where external measurement of construction noise is impractical or inappropriate, the upper limits for the noise measured inside the building will be 20 dB less than the relevant levels in Table E25.6.28.2.

Construction vibration – amenity limits

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~~66-67.~~ Demolition and construction vibration must be measured in accordance with ISO 4866:2010 "Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures" and comply with the vibration amenity standards set out in the following table subject to condition 67A.

Receiver	Period	Peak Particle Velocity
Occupied activity sensitive to noise	10:00pm - 7:00am	0.3 mm/s
	7:00am -10:00pm	2.0 mm/s
Other occupied buildings	At all times	2.0 mm/s

Advice Note:

- If the building is not occupied, then the noise limits and vibration amenity limit specified above (i.e. 2mm/s PPV) do not apply. This allows high noise or vibration creating work to be scheduled when receivers are not present, subject to compliance with structural guideline limits and compliance with the vibration limits at other nearby buildings that are occupied. The consent holder should maintain a record of these discussions and make them available to the Council within five (5) working days of a written request.*

67A. Vibration from sheet piling can exceed the limits in Condition 67 at 29 Customs Street West (Aon Building) between the hours of 5pm and 10:30pm Monday to Friday and 7am to 11pm Saturdays.

Construction vibration – cosmetic building damage

~~67-68.~~ Demolition and construction vibration in relation to cosmetic building damage must be measured in accordance with, and comply with the relevant limits in, German Standard DIN 4150-3:2016 "Vibrations in buildings – Part 3: Effects of vibration on structures".

Construction Noise Schedules

~~69.~~ Number kept for consistency purposes only.

~~68-70.~~ The Consent Holder must, if a construction activity during demolition and construction works is predicted or measured to result in an exceedance of the noise and/or vibration criteria in Conditions 65 and 67 or occur outside the hours in condition 73, have a SQEP must prepare a Schedule to the CNVMP (Schedule). ~~C~~, in consultation must take place with the owners and occupiers of sites subject to the Schedule. The objective of a Schedule is to set out the Best Practicable Option(s) for minimising the noise and/or vibration effects of an activity that cannot practicably comply with the criteria in Conditions 65 or 67.

Commented [SW68]: To the Panel: This Heading is recommended for Monitoring clarity. It is not displayed as a tracked change in an attempt to correct the numbering.

Commented [SW69]: This condition was deleted by the Applicant in the s55 set. The deletion is supported as the requirement is addressed in the front section of the condition set. The certified Schedules (condition 72) are to be implemented for the duration of the activity.

The number is kept only to enable consistency between the numbering of the Applicant and Council sets for comparison.

Commented [B&A69R2]: These changes have been largely accepted taking into account the changes sought by MCK and Sebel.

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Advice note:

A schedule must not apply to low noise creating activities such as site set up, painting, electrical works and internal fit out which may occur outside of hours set out in condition 73.

70A The Consent Holder must ensure that c~~onsultation undertaken~~ required and undertaken as part of the preparation of any Schedule ~~must~~ includes:

- a. A review of the construction methodology, mitigation measures, predicted noise levels (and/ or vibration levels) and management strategies with the affected party; and
- b. Consideration of the affected party's sensitivities to construction noise (and/or vibration) including timing and location.

69-71. A Schedule must include, as a minimum, the following details:

- a. the activity start and finish dates, equipment and methodology, including days of the week and times of the day to be undertaken;
- b. a plan showing the location of the activity and the receivers to be affected by a measured or predicted exceedance;
- c. for each identified receiver, the predicted noise and/or vibration levels and durations of the exceedance;
- d. the proposed site-specific noise and/or vibration mitigation measures that are proposed to be adopted and any mitigation options that have been discounted as being impracticable, and the reasons why;
- e. a detailed summary of the consultation undertaken with each identified receiver, including copies of correspondence and a summary and schedule commenting on how consultation comments or concerns raised ~~have~~ been considered, where requests or concerns have been addressed and incorporated and where written concerns have not been addressed or included and the reasons why; and
- f. the locations, times and types of monitoring including requirements to monitor at the first occurrence of the activity to which the ~~S~~chedule relates.

70-72. Each Schedule required by Condition 69 must be submitted to the Council for certification at least 5 10 days before the activity subject to the Schedule commences, except where not undertaking or delaying the commencement of the activity has health and safety or adjacent property damage risks, ~~prior to the start of the activity to which~~

Commented [SW70]: This gives a bit more time in case of absence to send to a Specialist to review / seek clarification and address matters prior to scheduled activity start.

Commented [B&A70R2]: Per comments above.

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~~the Schedule applies. The activity must be implemented in accordance with the certified Schedule(s); and must be implemented~~ for the duration of that activity.

Construction hours

~~74-73.~~ The construction works must be restricted to hours between 6.30am and 10.30pm, Monday to Friday and 7am – 11 pm on Saturdays. No construction works are permitted on Sundays or public holidays unless demonstrated to be the Best Practicable Option and authorised under condition ~~7270.~~

Advice note:

This restriction shall not apply to low noise creating activities such as site set up, painting, electrical works and internal fit out which may occur outside of these hours Monday to Saturday only.

Operational Noise

~~72-74.~~ Noise arising from operational activities on the site must be measured and assessed in accordance with New Zealand Standard NZS 6801:2008 Measurement of environmental sound and New Zealand Standard NZS 6802:2008 Acoustics - Environmental noise.

~~73-75.~~ The following noise limits must not be exceeded by activities occurring on the site when measured or assessed as the incident level on the façade of any building on another site in the Business – City Centre Zone:

Time	Noise Level
7:00am – 11:00pm	65 dB L _{Aeq}
11:00pm – 7:00am	60 dB L _{Aeq} 65 dB L _{eq} at 63 Hz 60 dB L _{eq} at 125 Hz 75 dB L _{AFmax}

The 63 Hz and 125 Hz octave band limits do not apply to fixed mechanical services plant.

~~74-76.~~ Noise sensitive spaces must be designed and/or insulated so that the internal noise levels do not exceed the following limits based on the levels in Condition [75] incident on the façade.

Commented [SW71]: Condition 72 is where the certification is provided and when authorisation is secured.

Commented [B&A71R2]: Corrected condition reference. BPO not accepted as this is part of the Schedule process. Refer to wording adopted as suggested by MCK/Sebel.

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Space	Time	Noise Level
Bedrooms and sleeping areas	11:00pm – 7:00am	35 dB LAeq 45 dB L _{eq} at 63 Hz 40 dB L _{eq} at 125 Hz
Other noise sensitive spaces	At all times	40 dB LAeq

Where the internal noise limits can only be complied with when doors or windows to rooms are closed, those rooms must have a mechanical ventilation and cooling system that must ~~shall~~ not generate a noise level greater than:

- 35 dB LAeq in bedrooms and sleeping areas, and
- 40 dB LAeq in other noise sensitive spaces

This noise level must be measured at the minimum air flows and in accordance with AS/NZS 2107:2016 *Acoustics- Recommended design sound levels and reverberation times for building interiors*.

~~75-77.~~ Prior to approval of the Architectural building consent application, the consent holder must provide an Acoustic Report to the Council confirming that noise sensitive spaces in the building have been designed to comply with Condition 765.

Wastewater

~~76-78.~~ The consent holder must ensure that design and construct local capacity upgrades and connections to the public wastewater reticulation network to serve the development in accordance with the requirements of the wastewater utility service provider, which must be in place prior to first occupation of any part of the development, the building. Certification from a suitably qualified civil engineer that works have been satisfactorily undertaken must be provided at the completion of the works to the Council.

~~78A.~~ The consent holder will be responsible for designing, constructing and funding any local network wastewater and water supply upgrades, in accordance with the Code of Practice.

Advice Note:

- The design of the wastewater options should be undertaken in consultation with Watercare Services Limited and Auckland Transport in order to minimize resulting transport effects (and in the event of Option 4) minimize any potential urban realm effects.
- The consent holder is responsible for securing any resource consent(s) that may be required to deliver the finalized infrastructure upgrades.

Commented [SW72]: I may have caused a change to the numbering.

Commented [SW73]: The B&A position is that the Wastewater Options do not form part of the proposal but are feasibility only. On this point, it is recognised that at this time there is not a confirmed singular option decided and/or a level of detail on these options to confirm the consent needs for each option.

This presents practical issues of including or seeking resource consent for these works as part of this substantive fast track application, even before considering the applicants position above.

It is anticipated that the Panel will turn their minds to bundling of activities. The works are required by Watercare to be carried out by the Applicant and will need to occur during the construction of the development to meet and support occupation. The approach taken in these conditions and on this matter is to be pragmatic to the situation presented. This being, having feasibility options and associated level of detail, in the context of a City Centre location where growth is anticipated.

Commented [B&A73R2]: Not accepted by Precinct. The condition is worded in that the consent holder will be responsible for delivering the works and not just funding it. This is not appropriate for a resource consent condition.

Commented [SW74]: The following conditions are recommended at the time of providing the Council's response to the EPA s67 request on conditions (10/06/2026) in the absence of agreement confirmed in writing between the Applicant, Watercare and Auckland Transport in respect of feasible options in respect of Wastewater reticulation. Auckland Council acknowledge that ongoing discussions are occurring in the interest of reaching resolution between the parties, and these conditions may need to be updated to reflect any agreements. Auckland Council strongly encourage continued engagement on consent conditions, to ensure the consent (if granted) can be implemented in the most efficient way.

Commented [SW75]: Watercare Memo (23 April 2026) requested this wording and this is considered clearer in intent and requirements of the consent holder. Making it clear that the upgrades are required to be in place prior to occupation not just the 'connections' the network that has insufficient capacity. The development will have an effect on wastewater capacity and is a key matter for consideration within the Business - City Centre Zone for all new developments as referenced in the assess[...] [3]

Commented [B&A75R2]: Not accepted by Precinct per the comments above.

Commented [SW76]: This condition was requested by Watercare in their Memo dated 23 April 2026.

Commented [B&A76R2]: Not accepted by Precinct for reasons addressed above.

Commented [SW77]: Notwithstanding the position of the Council in the event the Panel takes a different view - this provides clarity to the consent holder.

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- Watercare will not accept options 2 and 3 as detailed in Appendix 19 'Infrastructure Concept Report' as listed in Condition 1 as viable solutions.

Wastewater Option 1 Feasibility Decision

78B. The Consent Holder must, prior to commencement of demolition of the Downtown Carpark Building, submit to the Council for certification a detailed analysis and conclusion on the feasibility of Wastewater Option 1 of the Infrastructure Concept Report, as listed in Condition 1. This must include the following information:

- the finalized construction methodology of the Downtown Carpark Redevelopment as informed by the appointed contractor;
- an updated construction staging program informed by the appointed contractor including the anticipated dates for first occupation (in the event of staged occupation) of the development (including any phasing of occupation);
- Evidence that confirms Option 1, based on the above (sub-point a.) is a permitted activity under the AUP(OP);
- Evidence of engagement with Watercare and Auckland Transport to determine if the timeframes for the delivery of Option 1 (of the Infrastructure Concept Plan as listed in Condition 1) is able to be in place to support the planned occupation dates of the development as identified in b. above), within the required timeframes; and
- In the event that the works are found not to be a permitted activity, a programme for delivery (that accounts for any additional consenting requirements and timeframes for securing those) to meet the construction occupation timeframes confirmed in part b. of this condition. This must include details of engagement with Auckland Transport (and Watercare where necessary), relating to updates to the CTMP (to accommodate the construction works, noting that the cumulative adverse effects on the transport network will need to be managed).

Advice Notes:

- The Consent Holder is advised that conditions 77B, 77C and conditions relating to the CMP, CTMP and CNVMP should not be regarded as implied approval for works that may require consent but, owing to insufficient detail, have not been applied for nor granted in this consent.
- The considerations required in part e. of the condition above will not constitute a Corridor Access Approval process.
- The purpose of this condition is to secure an early decision whether Option 1 is feasible

Commented [SW78]: The Panel may wish to consider whether this condition would be helpful in determining, at an early stage of the development whether Option 4 will be needed. Option 4 appears to require a much greater degree of work to design, likely consent and deliver than Option 1. This is therefore recommended to secure an early decision on Option 1 feasibility so that wastewater capacity upgrades do not delay occupation of the development.

This notes that the responsibility of local capacity upgrades is with the applicant.

Commented [B&A78R2]: Not accepted by Precinct. These do not form part of the proposal but rather feasible options were provided as part of the application to demonstrate that the project can be serviced from a wastewater perspective.

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to achieve the timeframes for occupation of the development and clarify any additional consenting requirements (for example groundwater / contamination / noise and vibration).

- In addressing condition 77B, if the certified details confirm that Option 1 is not feasible, this will enable the more complex Option 4 (wastewater pump station) which would be located within the road reserve of Sturdee Street and potentially partly within the open space zone to be progressed as early as possible to support occupation dates.
- If Option 4 is determined to be the only feasible option and required, the consent holder is advised that additional consent(s) are likely to be required. Further design work is needed to enable sufficient maintenance space and access for trucks balanced against urban design implications for the planned public Sturdee Street Space. For example, there may be non-compliance with Chapter E26 (if located within (or partly within) 2 Sturdee Street [SEC 58 City Auckland] which is Zoned: Open Space – Informal Recreation, of which Standard E26.2.5.2(2)(a)(ii) and (3)(a) relates to a maximum above ground building area of 30m² and a height of 2.5m). Other consent matters relating to tree removal, contamination and other matters may be triggered.

Wastewater Option 4

78C. In the case of the details for Option 1 (condition 77B) being certified by the Council as not feasible, the Consent Holder must within 3 months of demolition of the Downtown Carpark Building commencing, submit to the Council for confirmation developed concept design for Option 4 'wastewater pump station' and pipe network of the Infrastructure Concept Report, as listed in Condition 1. This must include the following information:

- Evidence of engagement with Watercare and Auckland Transport in developing the concept designs to accommodate the necessary truck access and manoeuvring for maintenance without requiring any traffic management;
- Assessment of the developed concept designs against the AUP(OP) and confirmation as to any additional consenting requirements; and
- In the event that the works are concluded not to be a permitted activity, a programme for delivery (that accounts for any additional consenting requirements and timeframes for securing those) to meet or align with the staged occupation dates certified under condition 77Bb must be provided to the Council. This must include details of engagement with Watercare and Auckland Transport relating to CTMP updates to accommodate the construction works. This is to enable cumulative construction effects on the transport network to be managed and the potential timeframe implications of these decisions to be understood in conjunction with the CMP and CTMP conditions.

Commented [SW79]: In considering how best to deal with the lack of resolved feasible option, I drafted the condition below to attempt to secure the detail and its approval via condition. This is not considered appropriate as the lack of detail / resolved design results in too many effects being unknown and the potential for further consents being required.

The below does highlights the need to either focus on Option 1 as the preferred option and decide early on if it is feasible. An early decision on ruling out Option 1 (if it must be ruled out) will enable the detailed design work to commence on Option 4 as soon as possible.

Condition Drafted to inform the consideration - noted this is not proposed but is provided to give context to the considerations given to this matter:

Prior to commencement of any construction works, if the information certified under condition 77C has confirmed that Option 4 of the Infrastructure Concept Report is the only feasible local wastewater capacity upgrade option (by default) to service the development, the following information must be provided to the Council for certification:

- Confirmation of the size, dimensions and capacity of the wastewater pump station;
- the location and below ground position of the wastewater pump station. If only able to be partially below ground, or mostly below ground, evidence must be provided to justify any above ground elements;
- confirm the necessary maintenance truck vehicle size, numbers, access and manoeuvring and that no traffic management plan is necessary to manage the maintenance vehicles;
- an urban design statement from a SQEP that the above matters a. – c. have been considered alongside securing the best possible urban design outcomes for the planned future Sturdee Street Public Space;
- An arboricultural assessment to be provided to assess any required tree removals, excavation works within protected rootzones and necessary replacement tree planting mitigation should removal of trees and reduced amenity result. This should also identify required tree protection necessary during construction works;
- If below ground: geotechnical analysis and recommendations in support of the proposal, which must consider the stability of adjacent land, buildings, structures and services. The geotechnical report and recommendations must recommend construction methodology, the location and levels to avoid, remedy or mitigate adverse effects on adjacent land, buildings, structures and services;
- Construction methodology (including associated ... [4])

Commented [B&A79R2]: Not accepted by Precinct per comments above.

Commented [SW80]: Notwithstanding the potential need for separate consents, this condition clause including the proposed amendments to the CMP and CTMP conditions, would provide a method for cumulative adverse effects on the transport network to be addressed.

Commented [B&A80R2]: Not accepted by Precinct per comments above.

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Advice Notes:

- The consent holder must obtain written approval from Watercare on the wastewater servicing infrastructure to be submitted as part of the application for engineering plan approval with Auckland Council.
- Acceptable forms of Evidence from the Utility Providers include a Certificate of Acceptance.
- Alterations to the public wastewater reticulation network require Engineering Plan Approval. Additional approval is required from Watercare/Veolia as part of the Engineering Plan Approval Process.
- Public connections are to be constructed in accordance with the Water and Wastewater Code of Practice.
- Plans approved under Resource Consent do not constitute an Engineering Plan Approval and should not be used for the purposes of constructing public reticulation works in the absence of that approval.
- A build-over application and approval may be required prior to the Building Consent for the development.
- Work Over Approval may be required

Flooding Flood Mitigation Detailed Design

Prior to occupation of the building, the consent holder must construct a flood barrier at the northern end of the service lane and, if required in response to flood hazards in Customs Street West, at the southern end of the service lane in accordance with the Flood Hazard and Risk Assessment prepared by Tonkin + Taylor (reference: 1016043 v7, dated November 2025). The consent holder must provide to Council written confirmation from a SQEP that the flood barrier(s) has been installed in accordance with the Flood Hazard and Risk Assessment prior to occupation of the building.

79. Prior to the lodgement of relevant building consents, the consent holder must provide to the Council for certification finalised flood mitigation design details, prepared by a SQEP, of the flood barrier(s) and other design measures incorporated into the building, including but not limited to:

- a. Flood barrier(s) at the northern (Quay Street) and southern (Custom Street West) locations on the service lane. In the event that the southern flood barrier

Commented [SW81]: It is noted that this was requested as a condition by Watercare. This is considered to be appropriate as an advice note as it otherwise conditions third party approval.

Commented [B&A81R2]: Not accepted by Precinct for the reasons outlined in the s55 response.

Commented [SW82]: The summary in the Planning Memorandum provided under s55 by the Applicant relating to the Flood Barrier (2.1.10) is agreed. The updated conditions, subject to the additional and amended provisions recommended below are considered to close the 'information gap' presented in the s53 Memorandum.

The Flood barrier final design and specification has not yet been finalised, which is identified in the updated Draft Flood Barrier Management Plan, provided by the applicant as part of their s55 response.

As a result, those details must be finalised and certified by the Council prior to lodgement of consent. It is not considered appropriate to condition installation of a flood barrier when the design details are unresolved.

Therefore it is recommended that this condition is deleted and replaced with a modified version of consent condition 79D of the Applicant's s55 Proposed Consent Conditions which is the condition 78 below.

Commented [B&A82R2]: Accepted by Precinct, with the changes as noted below.

Commented [B&A83]: Accepted by Precinct except the timing is amended to "At the lodgement of relevant building consents" as this is when this information will be provided to Council and not prior to the lodgement of building consent.

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is not proposed, this must be supported by assessment and justification prepared by a SQEP familiar with the assessment and conclusions within the Flood Hazard and Risk Assessment prepared by Tonkin + Taylor (reference: 1016043 v7, dated November 2025);

b. Protection of electrical equipment;

c. Waterproofing of doors and walls;

d. Design of the basement to facilitate drainage towards sumps;

e. Drainage sumps within the basement; and

f. Specific measures relating to any wastewater and hazardous substances storage.

79AA. The consent holder must provide to Council written confirmation from a SQEP that the design measures in the flood mitigation detailed design condition that have been certified under condition 78 have been installed in accordance with the certified details within two months of completion of those works.

Flood Barrier Management Plan

79A.—Prior to first occupation of the development, tThe consent holder must prepare and submit to the Council for certification a Flood Barrier Management Plan (FBMP) in general accordance with the draft FBMP referenced in Condition 1.

79B. The objective of the FBMP is to ensure that flood and coastal inundation risks, including residual risks, are appropriately managed to protect building occupants, infrastructure, hazardous substances storage areas and the receiving environment from natural hazard risks over at least a 100-year timeframe.

79C. The FBMP must include, at a minimum:

- a. A description of the flood barrier system (with reference to the design details certified under condition 78);
- b. Roles and responsibilities;
- c. Flood barrier activation procedure;
- d. Barrier lowering and post-flood procedure;
- d-e. Residual risk (Flood barrier failure);
- e-f. Service inspection and maintenance program;
- f-g. Training requirements;

Commented [SW84]: For the Information of the Panel - Watercare do not support on-site wastewater storage and off-peak pumping. It is recommended that this be deleted and the Panel may wish to impose a condition that identifies that no consent is granted for on-site wastewater storage and off-peak pumping. Watercare cite adverse effects on the network and on the receiving environment in the event of system failure or inadvertent pumping occurring on-peak in subsequent discussions (the reasons for not supporting this option were not provided in their Memo dated 23 April 2026).

Commented [SW85]: General BAU to secure installation

Commented [SW86]: To reflect that the Council's Hazardous Substances Specialist requested that an emergency response protocol be provided for (as below).

Commented [SW87]: As the design is not finalised and to be approved at an earlier stage of the development.

Commented [SW88]: As per the updated Flood Barrier Management Plan provided in the s55 response.

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g-h. Emergency response, including in the event of a failure, and key contacts including any emergency protocols in conjunction with advice from the Auckland Emergency Management/Civil Defence departments to the council for review and certification prior to the establishment of the facility; and

i. Document control and review.: Any review must:

(i) be carried out by a suitably qualified and experienced person (SQEP):
i) at intervals not exceeding 10 years; and ii) following any flood or coastal inundation event where the barrier is activated (including if activated but does not operate as intended).

(ii) assess the effectiveness of the flood barrier and associated management measures, identify any changes in external flood risk circumstances, and incorporate opportunities to revise, adapt, and improve the management plan, operational procedures, and reporting processes where necessary;

(iii) pay particular focus on residual risk management under the following scenarios:

- Scenario 1: When rainfall projections within the next 20 years exceed 330mm in 24 hours for a 1% AEP event, and When 1% AEP coastal inundation levels exceed 2.15m RL in the next 20 years.
- Scenario 2: When 1% AEP coastal inundation levels exceed 3.3mRL in the next 20 years.
- Scenario 3: When the flood barrier has been activated to provide protection.

(iv) Assess the effectiveness of the flood barrier and associated management measures, identify any changes in external flood risk circumstances, and incorporate opportunities to revise, adapt, and improve the management plan, operational procedures, and reporting processes where necessary

j. Flood Event Log for recording all flood events including activation times, water levels, operational performance, and any issues encountered;

k. Inspection and maintenance log;

l. Quick Reference card;

Commented [SW89]: This formed part of the feedback / request from the Hazardous Substances Specialist in their Memo dated 1 May 2026

Commented [SW90]: The below is largely taken from the updated, s55 Flood Barrier Management Plan

Commented [B&A90R2]: Condition 79Ci sub-bullet points are not accepted by Precinct as it includes more detail than necessary for a condition. 79Cj, k, l, and m are accepted.

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h.m. Service Inspection and Maintenance programme;

79D. The consent holder must not occupy the development until the Flood Barrier Management Plan has been certified and must ensure that the development is operated and managed in accordance with the certified Flood Barrier Management Plan at all times for the duration of the consent.

79E. The consent holder must submit all reviews and any updates to the Flood Barrier Management Plan in accordance with condition 79C to the Council for certification within two months of a review taking place. The operation and management of the site must be in accordance with any updated and certified Flood Barrier Management Plan.

79D. Prior to the lodgement of relevant building consents, the consent holder must provide to Council details, prepared by a SQEP, of the flood management measures for the development, including but not limited to:

- a. Protection of electrical equipment;
- b. Waterproofing of doors;
- c. Drainage sumps within the basement; and
- d. Specific measures relating to any wastewater storage;

Flood Barrier Management Plan – Covenant

79F. The consent holder must enter into a section 108 Resource Management Act 1991 covenant in favour of Auckland Council for 2 Lower Hobson Street [Lot 9 DP 60151] to maintain the site and ensure the ongoing operation and management of the site, its flood barrier(s) and ongoing obligations for maintenance and review. The consent holder must contact the Council to initiate the preparation of the covenant. A copy of the updated Computer Register (Record of Title) showing that the covenant has been registered must be provided to the Council prior to occupation of the building.

The covenant must stipulate that:

- a. The site and the operation of the development at [2 Lower Hobson Street - Lot 9 DP 60151] has Flood Barrier(s) installed to mitigate flood and coastal inundation risk, including residual risks to protect building occupants, infrastructure, hazardous substances storage areas and the receiving environment from natural hazard risks over at least a 100-year timeframe.
- b. The Flood Barrier(s) are subject to a certified Flood Barrier Management

Commented [SW91]: This condition, with recommended amendments is moved up and numbered as condition 78 for the reasons given above.

Commented [SW92]: Giving the significant timeframes involved and the natural hazard risk / residual risk identified in the Applicant's Reports in the event of Flood Barrier failure, the requirements of this Plan are considered to be appropriately secured via covenant on the title. This is a standard approach to safeguarding management of effects over the long-term to alert potential future purchasers / managers / personnel of their obligations. This reflects the general approach of the Council and the request of the Development Engineer in their Memo to the s53 Council Memorandum.

Commented [B&A92R2]: Not accepted by Precinct. There is already a condition requiring the flood barrier management plan and therefore no need for a covenant.

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Plan (FBMP) that describes the flood barrier system as well as:

- (i) Roles and responsibilities in the implementation of the FBMP;
- (ii) details the Flood barrier activation procedure;
- (iii) Barrier lowering and post-flood procedure;
- (iv) Residual risk (flood barrier failure);
- (v) Service inspection and maintenance program;
- (vi) Training requirements;
- (vii) Emergency response, including in the event of a failure, and key contacts including any emergency protocols in conjunction with advice from the Auckland Emergency Management/Civil Defence departments to the council for review and certification prior to the establishment of the facility; and
- (viii) Document control and review process subsequent to any flood event that has triggered the flood barrier activation procedure to inform updates to matters a. – g. of this condition and the Flood Barrier Management Plan.

c. Ensure that reviews of the Flood Barrier Management Plan are carried out by a suitably qualified and experienced person (SQEP):

- (i) at intervals not exceeding 10 years; and following any flood or coastal inundation event where the barrier is activated (including if activated but does not operate as intended);
- (ii) that assess the effectiveness of the flood barrier and associated management measures, identify any changes in external flood risk circumstances, and incorporate opportunities to revise, adapt, and improve the management plan, operational procedures, and reporting processes where necessary;
- (iii) pay particular focus on residual risk management under the following scenarios:
 - Scenario 1: When rainfall projections within the next 20 years exceed 330mm in 24 hours for a 1% AEP event, and When 1% AEP coastal inundation levels exceed 2.15m RL in the next 20 years.
 - Scenario 2: When 1% AEP coastal inundation levels exceed 3.3mRL

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in the next 20 years.

- Scenario 3: When the flood barrier has been activated to provide protection; and

d. That reviews of the Flood Barrier Management Plan assess the effectiveness of the flood barrier and associated management measures, identify any changes in external flood risk circumstances, and incorporate opportunities to revise, adapt, and improve the management plan, operational procedures, and reporting processes where necessary

e. The Consent Holder is responsible for ensuring that the development is managed in accordance with the requirements of the certified Flood Barrier Management Plan (including any updated certified Flood Barrier Management Plan) on an ongoing basis.

f. Be drafted by the Council's nominated Solicitor at the consent holder's cost; and

i. be registered against the Computer Register(s) (record of title) to the affected land by the consent holder at their cost; and

ii. require the consent holder to:

- be responsible for all legal fees, disbursements and other expenses incurred by the Council in connection with the covenant, and procure its solicitor to give an undertaking to the Council for payment of the same; and
- indemnify the Council for costs, fees, disbursements and other expenses incurred by the Council as a direct result of the Council being a party to this covenant.

Access and Parking

80. Prior to occupation of the building, all access, parking and maneuvering areas must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans in Attachment 2.
81. All new vehicle crossings must be designed and formed in accordance with the Auckland Transport Design Manual. The new vehicle crossings must maintain an at-grade (level) pedestrian footpath across the length of the crossing, using the same materials, kerbing, pavings, patterns and finish as the footpath on each side of the crossing.

Advice Notes:

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A vehicle Crossing Permit is required to be obtained for these works. Please contact Auckland Transport for vehicle crossings, Ph. (09) 353 3553 or refer to their website for standards and requirements. <https://at.govt.nz/about-us/working-on-the-road/vehicle-crossing-application>.

82. Prior to the operation of the activity, all redundant vehicle crossings must be removed and reinstated as kerbing and verge/footpath in accordance with Auckland Transport Design Manual. This must be undertaken at the consent holder's expense.

Advice Note:

The final condition of the reinstatement is to be confirmed either at Engineering Approval Stage or based on further discussions to take place as part of the Integration Agreement between the applicant, Auckland Council, and Auckland Transport.

Bicycle Parking

83. The consent holder must provide at least 594 secure long stay bicycle parking spaces within the Site and at least an additional 94 visitor cycle parking spaces onsite, in accordance with the plans listed in Condition 1. The bicycle parking spaces must be installed and available for use before occupation of the building and must be provided at the expense of the consent holder and maintained as such thereafter for the duration of the activity.

Electric Vehicle Supply Equipment

- 83A. The Consent Holder must, prior to the At the lodgement of building consent submit to the Council and have certified, -detailed plans showing the capability to install Electric Vehicle Supply Equipment with sufficient space for the necessary conduit, circuit and metering between the car park and an electrical distribution board on the same building storey. the consent holder must provide the Council with certification plans showing the space identified for future Electric Vehicle Supply Equipment as required by Standard E27.6.7(1).

Advice Notes:

- The standards and guidelines in Note 2 of Standard E27.6.7 of the AUP(OP) should be referred to when preparing the details to be certified under condition 83A.
- The above electric vehicle charging requirement relates to all car parking spaces associated with dwellings. With reference to the Operational Integrated Transport Assessment and Addendum Transport Assessment and updated Accessible Parking proposals under s55, these documents provide a requirement for condition 83A to be applicable to 160 car parking spaces for residents, plus 5 residential accessible car

Commented [SW93]: Auckland Transport Advice:

Commented [NS29]: Amendments accepted in part. Accept that there is a timing question here, where AT have planned to undertake significant corridor works to remove the flyover that would potentially coincide with enhancing pedestrian facilities along the site's frontage. There is a potential that an interim footpath tie in may be needed, should the removal of the flyover be out of sequence with this development. The conversations remain open in this regard.

Commented [SW94]: Detail added per the Standard to make Monitoring easier / clearer.

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parking spaces to have capability provided for / demonstrated.

Earthworks

84. The erosion and sediment controls at the site must be constructed and maintained in accordance with the certified Erosion and Sediment Control Plan and Auckland Council guideline Document 2016/005 'Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region' throughout the duration of the earthwork activity, or until the Site is permanently stabilised against erosion. A record of any maintenance work must be kept and be supplied to the Council on request.
85. Earthworks must be managed to avoid the deposition of earth, mud, dirt or other debris on any public road or footpath resulting from earthworks activity on the Site. In the event that such deposition does occur, it must immediately be removed. In no instance shall roads or footpaths be washed down with water without appropriate erosion and sediment control measures in place to prevent contamination of the stormwater drainage system, watercourses or receiving waters.
86. Earthworks must be managed to minimise any discharge of debris, soil, silt, sediment or sediment-laden water beyond the Site to either land, stormwater drainage systems, watercourses or receiving waters. In the event that a discharge occurs, works must cease immediately and the discharge must be mitigated and/or rectified to the reasonable satisfaction of the Council.

Pre-construction condition survey

85A. Prior to the commencement of any earthworks on-site, a detailed pre-construction condition survey must be completed for those properties identified in immediate proximity to the development. The condition survey must be carried out in accordance with the recommendations in the Groundwater and Settlement Monitoring and Contingency Plan (GSMCP) as listed in Condition 1. This must be prepared by a suitably qualified engineering professional and must be submitted for certification by the Council prior to earthworks commencing.

The consent holder must allow a minimum of ten (10) working days for a response from the owner of any property that a condition survey is required for as set out in the GSMCP.

Any existing damage is to be reviewed by the suitably qualified engineering professional responsible for the GSMCP. The assessed condition of the neighbouring properties must not cause a change to the damage Risk Category assessed by the GSMCP.

Advice Note:

Commented [SW95]: The s55 Geotechnical memo, prepared by Tonkin and Taylor has been reviewed and the comments in the s55 Condition set by B&A noted. However it is recommended that condition surveys linked to the commencement and completion of earthworks / basement construction be re-introduced, as per the request of the Council's Geotechnical Engineer (s53 Memo). The dewatering pre and post condition surveys relate to effects under Chapter E7, and are triggered at commencement of dewatering.

These pre and post condition surveys relate to mitigating adverse stability effects relating to earthworks and excavation (under Chapter E12) and are triggered earlier.

If undertaken at the same time, the same survey may be used (pre-condition) to satisfy the condition relating to the WAT and the LUC consents.

(The dewatering condition survey conditions sit under the Water permit, the earthworks stability conditions sit under the land use consent.)

Commented [SW95R2]: Note: Some minor edits have been made to the wording in the s53 Council Geotechnical Memo e.g: replace 'shall' with 'must'

Commented [B&A95R3]: Accepted by Precinct with minor modification to refer to "bulk earthworks" for clarity.

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It is necessary to undertake pre-construction condition survey, regardless of their ownership.

Geotechnical

87. All earthworks must be managed to ensure that they do not lead to any uncontrolled instability or collapse either affecting the Site or adversely affecting any neighbouring properties. In the event that such collapse or instability does occur, it must be rectified as soon as practicable.

87A. Prior to the lodgement of structural building consents, the consent holder must identify and locate all public and private services, basements and foundations in proximity (beyond the extent of any ground anchors and the zone of influence of any retaining) to the proposed earthworks and anchors. This must inform the detailed Basement Retaining Wall Design (Condition 87C), and anchor geometry must be designed to avoid effects on buried services and neighbouring foundations and retaining walls. -

87B. The Consent Holder must submit the information required by condition 87A to the Council for certification and the certified details must be provided to accompany the structural building consents.

Advice Note:

- It is necessary to assess the effects on basements, foundations and services, regardless of their ownership.

Basement Retaining Wall Design

87CB. The Consent Holder must provide to the Council for certification, prior to at the time of the lodgement of building consents further detailed design, carried out by a suitably qualified geological engineering professional (including PLAXIS modelling) must be completed for the basement retaining walls to confirm, based on the final construction methodology and sequence, including the following matters:

- Retaining wall movements and ground settlement: confirmation of predicted wall deflections and associated ground surface settlement for the final excavation staging and support system remain within consented limits.
- Temporary/permanent support demands; final sizing/spacing and load demands for temporary anchors and/or top-down props, including water/capping beam actions.
- Groundwater cut-off and seepage effects: confirmation of the final D-wall toe level to achieve the required groundwater cut-off and to manage seepage

Commented [SW96]: Suggestions made to identify conditions easier for Monitoring and to secure compliance and delivery of certified updated designs.

Commented [B&A96R2]: Accepted by Precinct with minor modification to the timing of providing this information to Council at the time of the lodgement of building consent and not prior to.

Commented [B&A97]: Corrected to geotechnical.

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uplift/piping risks consistent with the Geotechnical Report by Tonkin + Taylor (reference: 1016043.2000-RPT-GT-001, dated: November 2025) assumptions.

- d. Liquefaction effects: refinement of liquefaction assessment inputs and confirmation of liquefaction-related lateral earth pressures/deformation demands on the wall system.

e. Contingency: sensitivity testing for parameters and construction elements for contingency planning;

e.f. Additional investigation and groundwater testing as determined necessary by the SQEP consistent with the Geotechnical Report by Tonkin + Taylor (reference: 1016043.2000-RPT-GT-001, dated: November 2025) design basis and the consent conditions, and must not materially change the effects conclusions.

f.g. Considerations of neighbouring building surcharge, including basement and deep foundations.

~~The above must be supported by additional investigation and groundwater testing as necessary. These confirmations will be undertaken consistent with the Geotechnical Report by Tonkin + Taylor (reference: 1016043.2000-RPT-GT-001, dated: November 2025) design basis and the consent conditions, and must not materially change the effects conclusions.~~

Commented [SW98]: This is moved into the list for ease of monitoring.

87D. The development must be constructed in accordance with the Basement Retaining Walls Design certified in accordance with Condition 87C.

87E. Certification from a suitably qualified geotechnical engineering professional (SQEP) must be provided to the Council confirming that the Basement Retaining Wall works have been completed in accordance with the approved design details as required by Condition [87A, B, C, D and 90] within 10 working days following completion. Written certification must be in the form of a geotechnical completion report, or any other form acceptable to the council.

Commented [SW99]: For consistency - the same is proposed for the earthworks below.

88. Unless specifically provided for by this consent, or unless approval is obtained from Auckland Transport, there must be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public asset as a result of the earthworks, demolition and construction activity. In the event that such damage does occur, the consent holder must notify the Council within 24 hours of its discovery. The costs of rectifying such damage caused by the construction activity ~~must~~will be met by the consent holder.

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Geotechnical supervision and certification

89. Earthworks and construction of retaining walls must be supervised by a suitably qualified geotechnical engineering professional SQEP who is familiar with the Geotechnical Report by Tonkin + Taylor (reference: 1016043.2000-RPT-GT-001, dated: November 2025) and the details certified in accordance with conditions 87A, 87B, 87C, 87D, and 90. In supervising the works, the suitably qualified geotechnical engineering professional must ensure that they are constructed and otherwise completed in accordance with the engineering plans and geotechnical recommendations, relevant engineering codes of practice and detailed plans forming part of the application and as amended by information certified in accordance with conditions listed in this condition.

89-90. The supervising geotechnical engineer's contact details must be provided in writing to the Council at least two weeks prior to earthworks commencing onsite.

Construction methodology - Earthworks

90. The consent holder must, two weeks prior to the lodgement of structural building consents, provide a detailed construction methodology written or endorsed by a chartered geo-professional for the contractor to undertake the earthworks with and include the recommendations provided within Geotechnical and Groundwater Assessment Report by Tonkin + Taylor (reference: 1016043.2000-RPT-GT-001, dated: November 2025) to the Council for written certification. The construction methodology must include:

- a. Details confirming the sequencing of installation of new underground services to follow after the decommissioning of ground anchors where ground anchors are identified by the SQEP to affect new service locations;
- b. The detailed basement design as required by this condition- and conditions 87A, 87B, 87C and 87D must include:
 - i. safety requirements for the areas above excavations and excavation time frames; and
 - ii. temporary propping/weatherproofing and sequencing of boundary works.

Advice Note:

De-stressing and decommissioning of ground anchors shall be addressed as part of detailed design. Where proposed new services would be constructed at locations potentially affected by the ground anchors, the construction sequencing for those services shall allow for their construction following decommissioning of the anchors.

90B. The Consent Holder must ensure that the contractor carries out the earthworks and

Commented [SW100]: 1. Certification from a suitably qualified geotechnical engineering professional (SQGEP) must be provided to the Council confirming that the earthworks have been completed in accordance with the approved construction methodology as required by Condition [90] within 10 working days following completion. Written certification must be in the form of a geotechnical completion report, or any other form acceptable to the council.

Commented [SW101]: Support this condition as it was requested by Council's Geotechnical Engineer in their s53 Memo. Some minor changes have been recommended to cross refer to other conditions and better refer to the conditions cross referenced.

Commented [SW102]: These are important to cross refer to for a holistic geotechnical design and supervision and additionally as conditions 90B, 90C and 91 only refer to Condition 90. Therefore this inclusion secures compliance with these details in the above conditions also.

Commented [SW103]: This was requested as a condition by the Council's Geotechnical Engineer in their s53 response.

The Geotechnical Memorandum prepared by Tonkin and Taylor refers to this being addressed in condition 90a. It is therefore recommended that this be added as an advice note to aid the assessment by the Specialist at certification stage.

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construction in accordance with the certified construction methodology under Condition 90 and certified Management Plans Management plan at all times.

90C. No earthworks may commence until written certification by the Council of the construction methodology required by condition 90 by the Council has been provided.

Advice Note:

This must be provided to ensure boundary stability is maintained throughout the civil works stage of the development.

90A. The consent holder must provide detailed information to MCK on demolition of the existing carpark structure at proposed Gridlines J-N/26 where the existing M Social building is on the boundary and pile foundations are on the boundary, founded at a higher level than the diaphragm wall. This must be provided to MCK at least 20 working days prior to commencement of localised demolition in this area.

91. Certification from a suitably qualified geotechnical engineering professional (SQGEP) must be provided to the Council confirming that the earthworks have been completed in accordance with the approved construction methodology as required by Condition [90] within 10 working days following completion. Written certification must be in the form of a geotechnical completion report, or any other form acceptable to the council.

Commented [SW104]: Supported - reflects the Council Geotechnical (s53) Memo request, subject to an amendment to use consistent specialist reference as used in condition 88

Activities to be Carried Out in Accordance with the Groundwater and Settlement Monitoring and Contingency Plan (GSMCP)

92. All construction, monitoring and contingency actions must be carried out in accordance with the further certified detailed basement retaining wall designs, certified GSMCP and certified construction methodology. There must be no bulk excavation activities commencing until the GSMCP is certified in writing by the Council.

Erosion and Sediment Control

93. The operational effectiveness and efficiency of all erosion and sediment control measures specifically required by the finalised Erosion and Sediment Control Management Plan (ESCMP) required under condition [32] must be maintained throughout the duration of earthworks activity, or until the site is permanently stabilised against erosion. A record of any maintenance work must be kept and be supplied to the Council on request.

94. There must be no deposition of earth, mud, dirt or other debris on any public road or footpath resulting from earthworks activity on the subject site. In the event that such

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deposition does occur, it must immediately be removed. In no instance can roads or footpaths be washed down with water without appropriate erosion and sediment control measures in place to prevent contamination of the stormwater drainage system, watercourses or receiving waters.

Advice note:

In order to prevent sediment laden water entering waterways from the road, the following methods may be adopted to prevent or address discharges should they occur:

- *provision of a stabilised entry and exit(s) point for vehicles*
- *provision of wheel wash facilities*
- *ceasing of vehicle movement until materials are removed*
- *cleaning of road surfaces using street-sweepers*
- *silt and sediment traps*
- *catchpits or environpods*

In no circumstances should the washing of deposited materials into drains be advised or otherwise condoned.

It is recommended that you discuss any potential measures with the council who may be able to provide further guidance on the most appropriate approach to take. Please contact the council at monitoring@aucklandcouncil.govt.nz for more details.

95. All machinery associated with the earthworks activities must be operated in a way that ensures that spillages of hazardous substances such as fuel, oil, grout, concrete products and any other contaminants are prevented.

Advice note:

Adhesives, solvents, paints and other contaminants from building operations must be prevented from entering stormwater drains and adjacent waterways.

96. There must be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public asset as a result of the earthworks, removal and construction activity. In the event that such damage does occur, the consent holder must notify Council within 24 hours of its discovery. The costs of rectifying such damage caused by the construction activity must be met by the consent holder.
97. All materials and equipment must be stored within the Site's boundaries unless evidence is provided to the Council that written permission is granted from Auckland Transport for specific storage within the road reserve.

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98. Within 10 working days following the completion or abandonment of earthworks on the Site all areas of bare earth must be permanently stabilised against erosion to the reasonable satisfaction of the Council.

Dust and odour

99. No onsite crushing of demolition material must occur onsite.
100. Only wet cutting of concrete must occur at any time during demolition and construction works. All water generated during the concrete cutting must be contained and appropriately disposed of to ensure it does not enter the stormwater system.
101. Beyond the boundary of the Site, there must be no odour, dust or particulate caused by discharges from the Site, which (when assessed in accordance with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016), is the cause of a noxious, dangerous, offensive or objectionable effect.
- 101A During structural demolition of the car park building and attached overpass and footbridge, the consent holder must continuously monitor ambient particulate concentrations and wind conditions at or adjacent to site boundary locations for the purposes of providing continuous feedback on the efficacy of dust management measures. The monitoring must be undertaken in accordance with the following:
- Monitoring of PM₁₀ or Total Suspended Particulate (TSP) concentrations must be conducted at no less than two separate locations, either downwind or upwind of the demolition works in the prevailing wind direction, or proximate to sensitive receptors beyond the site boundary;
 - Monitoring of wind speed and direction must be conducted at no less than one location;
 - The monitoring locations described in clauses (a) and (b) must be as certified in accordance with Condition 101B, except with the written approval of the Council;
 - 1-minute and 15-minute averages of monitored parameters must be recorded, retained for a period of no less than 12 months and provided to the Council in writing within 5 working days of a written request;
 - Electronic alert notifications of measured exceedances of the trigger levels specified in the certified Dust Management Plan (DMP) must be automatically distributed to the relevant persons responsible for managing dust specified in the DMP; and

Commented [SW105]: This was requested by the Regional Earthworks specialist to prevent contaminated water entering the stormwater network and being discharged to the CMA.

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- f. Installation, maintenance and manual calibration of all monitoring instruments must be undertaken by a suitably qualified and experienced person and in accordance with the instrument manufacturer's specifications.
- 101B The consent holder must submit a written identification of the proposed monitoring locations required under clauses (a) and (b) of Condition 101A to Council for certification no less than 10 working days prior to the commencement of demolition activities.
- 102. No discharges from any activity onsite must give rise to visible emissions, other than water vapour, to an extent which, in the reasonable opinion of the Council, is the cause of a noxious, dangerous, offensive or objectionable effect.
- 103. Beyond the boundary of the Site, there must be no hazardous air pollutant, caused by discharges from the Site, which is present at a concentration that causes, or is likely to cause adverse effects to human health, the environment or property.
- 104. The Council must be notified as soon as practicable in the event of any significant discharge to air, which results in or has the potential to result in a breach of air quality conditions listed in Condition 101-103 or cause significant adverse effects on the environment. The following information must be supplied:
 - a. Details of the nature of the discharge;
 - b. An explanation of the cause of the incident; and
 - c. Details of any remediation action taken.

Notice of Completion

- 105. The Council must be advised in writing within 10 working days of when excavation has been completed.

Post completion (basement construction) condition survey

105A. Within six months of completion of the basement construction works, a post-construction condition survey must be completed for those properties for which a pre-construction condition survey was undertaken.

The post-construction condition survey must be carried out in accordance with the recommendations in the Groundwater and Settlement Monitoring and Contingency Plan (GSMCP) as listed in condition 1. This must be prepared by a suitably qualified engineering professional and must be submitted for certification by the Council.

The post-construction condition survey report must include a determination of the cause of damage identified (if any) since the pre-construction or previous survey and steps to repair

Commented [SW106]: The Tonkin and Taylor Memorandum has been reviewed and the comments in the s55 Condition set by B&A. However it is recommended that condition surveys linked to the commencement of earthworks be introduced, as per the request of the Council's Geotechnical Engineer (s53 Memo). The dewatering pre and post condition surveys relate to effects under Chapter E7, and are triggered at commencement of dewatering.

These pre and post condition surveys relate to mitigating adverse stability effects relating to earthworks and excavation (under Chapter E12) and are triggered earlier.

Additionally, the dewatering condition survey conditions sit under the Water permit, the earthworks stability conditions sit under the land use consent.

Commented [SW106R2]: Note: The wording of the condition and advice note is slightly altered compared to the Council's Geotechnical Engineering Memo to reflect standardised drafting approach within Council.

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it. The costs of repairing any damage attributed to the development must be paid by the consent holder.

Advice Note:

This condition does not apply where written evidence is provided to the Council that the owner of a property has confirmed they do not require another condition survey.

Access to third party property

106. Where any monitoring, inspection or condition survey specified in this consent requires access to property/s owned by a third party, and access is declined or subject to what the consent holder considers to be unreasonable terms, the Council must be notified by the consent holder and provided with all relevant details relating to access problems as soon as is practicable. If access cannot be reasonably obtained, then a report prepared by a SQEP identifying whether reasonably available alternative monitoring options are possible, must be provided by the consent holder to the Council. The report must state whether the alternative monitoring options will provide sufficient early detection of deformation / damage to enable measures to be implemented to prevent damage to buildings, structures or services. Written approval from the Council must be obtained by the consent holder before any alternative monitoring option is implemented.

Wind

107. At the time of lodgement of Structural Building Consent for the buildings on the Site, the consent holder must provide to the Council written certification from a SQEP that the development design is equivalent or better than that which resulted in the consented wind conditions ~~the same or better than those that may have been consented~~, as set out in Appendix B of the Environmental Winds Report, prepared by Holmes LLP dated 29 October 2026 "Pedestrian Wind Study, prepared by RWDI, dated 23 September 2025 Table 1: Pedestrian wind comfort and safety conditions".

If it is found that the ~~consented wind conditions are exceeded~~, development design, including all wind mitigation elements, has been significantly amended, the consent holder must make any changes as necessary to the development to ensure that compliance is achieved with the consented wind conditions, prior to building occupation.

Advice note:

- Such changes may not be regarded as 'in accordance' and may require a s127 application to secure the necessary changes.

Commented [SW107]: Some of these changes reflect suggested amendments by the Council's Wind Specialist.

Commented [SW108]: This is the clearest set of data of the resulting wind conditions for use by Monitoring.

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107A. In the event that the Wind Mitigation Planting shown on the Drawings – Landscape referenced in Condition 1 plan, as described in Conditions 47C and 108A.g. – located within the site at 196-200 Quay Street (M Social) property and /or the legal road (corner of Lower Hobson Street / Custom Street West) is unable to be implemented, the consent holder must install the wind screen as certified under condition 46A shown on the architectural drawings listed in Condition 1 prior to building occupation.

108A. Prior to occupation of the development (unless a different timeframe is provided relating to tree planting and / or wind screen adjacent to the construction entrance between Podium 2 and 3 from Lower Hobson Street) the consent holder must install all wind mitigation that is described within the Environmental Winds Report prepared by Holmes, dated 29 October 2025 and as listed below. The minimum wind mitigation that must be installed and maintained in place in the size and condition as originally consented, for the duration of the development includes:

- a. Free roof fully covering the space between Podium's P1 and P2 (noting that a 1.0m gap is retained between the free roof and Podium 3);
- b. Inclusion of free roof to the south side of the bridge between Towers T1 and T2 extending from Level 2 datum and offset from the southern façade line by 2m.
- c. A 2.5m tall solid screen with a minimum length of 5m in at the corner of Podium 3 (near Sensor 9, as indicated in the Environmental Winds Report);
- d. A 2.5m tall porous screen, with a minimum length of 5m between Podium 1 and Podium 2 within the southern parts of the Urban Room (Near Sensor 19);
- e. A 2.5m tall solid balustrade screen along the southern end of Level 1 to infiltration of southwesterly winds at the south-east corner of Podium P1;[S
- f. A 4.5m-canopy located on the north side of Podium P2;
- g. Four, 2,000L and 6-8m mature evergreen trees (in addition of existing trees) within the site at 196-200 Quay Street, adjacent to Lower Hobson Street and the M-Social building.] In the event these trees or some of these trees cannot be planted, then the screen noted in c. above must be replaced with a 5.0m tall screen and retained for the duration of the consent.
- h. Five, 3m tall wind mitigation trees proposed within the site, adjacent to the northern extent of Podium 2 and Lower Hobson Street in Lower Hobson Street;
- i. Two 3m tall (minimum) trees at the corner of Custom Street West and Lower

Commented [B&A109]: Not accepted by Precinct as these proposed mitigation measures are already outlined in the report and required to be implemented by Condition 107 and 107A.

Commented [SW110]: The Council's Wind Specialist queried whether some screens were solid or porous - parts c., d., and g were updated based on details in the application documents. The 5.0m tall screen required in the event tree planting is not clearly described in terms of porosity.

Commented [SW111]: It would be useful and may assist the Panel if the applicant could confirm the length of the screens that were wind tunnel tested. Given the various documents, clarity here would help monitoring. It appears to be shown on Drawing L01.101 Rev G (Landscape Concept Te Urunga Hau'

Commented [SW112]: It would also be useful for accuracy and may assist the Panel if the extent of porosity could be clarified by the applicant.

Commented [SW113]: See similar comment above.

Commented [SW114]: This provides an option to fall back to in the event these trees cannot be planted.

Commented [NJ115]: Are these 3m trees specified anywhere, i.e. are they mature, spreading, and evergreen, or slender and deciduous?

Commented [SW116]: The Wind Specialist asked:

Are these 3m trees specified anywhere, i.e. are they mature, spreading, and evergreen, or slender and deciduous?

The information / mitigation listed in this condition has been pulled from cross referencing the Environmental Winds Report, its Appendix B, the Landscape Drawings, s55 Wind Memorandum. It is not clear what species these would be, but that detail would come through in the landscape condition.

It is considered this condition will be very helpful for Monitoring given the extensive amount of information contained in the application.

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Hobson Street:

- j. Full canopies covering the laneways around Aon tower; and
- k. Landscaping in the Urban Room.

108B. Within 10 days of installation of all wind mitigation measures as listed in condition 108A, and prior to occupation of the development, the consent holder must submit documentation from a suitably qualified building professional that the measures listed have been installed.

108C. In the event that any wind mitigation referred to in condition 108A is removed, becomes damaged, or dies (tree planting and landscaping) the consent holder must immediately erect replacement wind mitigation to achieve the wind conditions consented.

108D. Replacement wind mitigation installed in accordance with condition 108C must be accompanied by certification from a SQEP that the replacement wind mitigation / overall development design achieves equivalent or better than the consented wind conditions, as set out in Appendix B of the Environmental Winds Report, prepared by Holmes LLP dated 29 October 2026 "Pedestrian Wind Study, prepared by RWDI, dated 23 September 2025 Table 1: Pedestrian wind comfort and safety conditions".

Advice note:

- Such changes may not be regarded as 'in accordance' and may require a s127 application to secure the necessary changes.

Covenant – Wind Mitigation Measures

108E. The consent holder must enter into a section 108 Resource Management Act 1991 covenant in favour of Auckland Council [the council] for 2 Lower Hobson Street [Lot 9 60151]. The consent holder must contact Council to initiate the preparation of the covenant. A copy of the updated Computer Register (Record of Title) showing that the covenant has been registered must be provided to Council prior to commencement of the activity.

The covenant must:

- Ensure that the following design and landscaping / tree planting aspects of the development that are relied on for wind mitigation are maintained in place at the size, location and condition as originally consented for the duration of the consent. In the event that any wind mitigation is removed, becomes damaged, or dies (tree planting and landscaping) the consent holder must immediately erect replacement wind mitigation to achieve as a minimum, the wind conditions consented (as set out in

Commented [B&A117]: Accepted by Precinct, with condition reference corrected, with the exception of "immediately" being replaced by "as soon as practicable" as it relates to condition 108C of this set.

Commented [SW118]: This is repeated from above but provided for clarity.

Commented [SW119]: Considered to be necessary to secure the long-term retention of these wind mitigation measures including if trees in the future (if planted) were to be lost, therefore triggering a need for further wind mitigation to maintain safe pedestrian movement.

Commented [B&A119R2]: Not accepted by Precinct. There are already conditions (Condition 107 and 107A) requiring compliance with the wind report and mitigation requirements set out in the report.

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“Appendix B of the Environmental Winds Report, prepared by Holmes LLP dated 29 October 2026 “Pedestrian Wind Study, prepared by RWDI, dated 23 September 2025 Table 1: Pedestrian wind comfort and safety conditions”. The minimum wind mitigation that must be installed and maintained in place in the size and condition as originally consented for the duration of the development includes:

- a. Free roof fully covering the space between Podium's P1 and P2 (noting that a 1.0m gap is retained between the free roof and Podium 3);
- b. Inclusion of free roof to the south side of the bridge between Towers T1 and T2 extending from Level 2 datum and offset from the southern façade line by 2m.
- c. A 2.5m tall solid screen with a minimum length of km in at the corner of Podium 3 (near Sensor 9, as indicated in the Environmental Winds Report);
- d. A 2.5m tall porous screen, with a minimum length of km between Podium 1 and Podium 2 within the southern parts of the Urban Room (Near Sensor 19);
- e. A 2.5m tall solid balustrade screen along the southern end of Level 1 to infiltration of southwesterly winds at the south-east corner of Podium P1;[S
- f. A 4.5m-canopy located on the north side of Podium P2;
- g. Four, 2,000L and 6-8m mature evergreen trees (in addition of existing trees) within the site at 196-200 Quay Street, adjacent to Lower Hobson Street and the M-Social building. In the event these trees or some of these trees cannot be planted, then the screen noted in c. above must be replaced with a 5.0m tall screen and retained for the duration of the consent.
- h. Five, 3m tall wind mitigation trees proposed within the site, adjacent to the northern extent of Podium 2 and Lower Hobson Street in Lower Hobson Street;
- i. Two 3m tall (minimum) trees at the corner of Custom Street West and Lower Hobson Street;
- j. Full canopies covering the laneways around Aon tower; and
- k. Landscaping in the Urban Room.

- be drafted by the council's nominated Solicitor at the consent holder's cost; and

Commented [SW120]: Requested that the Applicant provide this detail.

Commented [SW121]: Requested that the Applicant provide this detail.

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- be registered against the Computer Register(s) (record of title) to the affected land by the consent holder at their cost; and
- require the consent holder to:
 - a. be responsible for all legal fees, disbursements and other expenses incurred by the council in connection with the covenant, and procure its solicitor to give an undertaking to the council for payment of the same; and
 - b. indemnify the council for costs, fees, disbursements and other expenses incurred by the council as a direct or indirect result of the council being a party to this covenant.

Surveyor foundation check

108C. No building works must proceed beyond the foundation stage until a registered surveyor or licensed cadastral surveyor, engaged by the consent holder, has provided written certification to Council that the works completed:

- have been completed in accordance with the approved plans as referred to in condition 1 of this consent; or
- do not exceed the vertical or horizontal extent of any breach, infringement, or non-compliance approved under this consent.

Advice Note:

The person providing the written certification should ensure that the finished floor level is clearly marked on the subject site before the foundations are put in place.

The purposes of certification at the foundation stage of construction is to:

- provide assurance that the building works, to that point, have been undertaken in accordance with the consent
- reduce the risk of non-compliance as the works continue.

Written certification should include the following:

- the finished ground level is clearly marked on the subject site
- the relevant consent reference number and site address
- levels, calculations, plans and drawings of the structure(s) that are the subject of certification
- the quantification of the extent of any breach, infringement or non-compliance identified at the time of survey, where this has occurred.

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Written certification is to be provided directly to the Council specified in this condition.

108D. No building works of Podium 1 and Tower 1 or Podium 2 and Tower 2 must proceed beyond the roof framing stage until a registered surveyor or licensed cadastral surveyor, engaged by the consent holder, has provided written certification to Council that the works completed:

- have been completed in accordance with the approved plans as referred to in condition 1 of this consent, or
- do not exceed the vertical or horizontal extent of any breach, infringement, or non-compliance approved under this consent.

Advice Note:

The purposes of certification at the roof framing stage of construction is to:

- provide assurance that the building works, to that point, have been undertaken in accordance with the consent
- reduce the risk of non-compliance as the works are completed.

Written certification should include the following:

- the finished ground level is clearly marked on the subject site
- the relevant consent reference number and site address
- levels, calculations, plans and drawings of the structure(s) that are the subject of certification
- the quantification of the extent of any breach, infringement or non-compliance identified at the time of survey, where this has occurred.

Written certification is to be provided directly to the Council specified in this condition.

Glare

407-108. The buildings must be designed, and such changes made to the buildings as are necessary to comply with the standard H8.6.29. (Glare) in the Auckland Unitary Plan (Operative in Part). The consent holder must provide to Council written confirmation from a SQEP that the building complies with this standard prior to occupation of the building.

Post Construction Conditions

Architectural and Landscaping Completion Report

108C. Within 20 working days from the completion of works the consent holder must provide

Commented [SW122]: These conditions are standard Council conditions imposed where there are infringements to height, setbacks or in particular infringements to Admission of sunlight into public places, as there is in this proposal to St Patrick's Square. This is to ensure the consented development / effects are not extended beyond what has been assessed and supports monitoring of compliance.

Commented [B&A123]: Accepted by Precinct, with minor tweaks to the wording.

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to the Council in writing an Architectural and Landscaping Completion Report prepared by a suitably qualified architectural professional certifying that the development has been constructed in accordance with all items listed and certified in accordance with conditions 44 (Architectural Design Plans) and 46 (Landscape Treatment and Maintenance – Finalised Details)

Hazardous Substance_s Management Plan

408-109. Within 20 working days from the completion of works, the consent holder must provide a final Hazardous Substance Management Plan (HSMP) in general accordance with the draft HSMP referenced in condition 1.

409-110. The objectives of the HSMP are to detail the controls in place at the Site to manage hazardous substances and minimise the risk of release of these substances into the surrounding environment.

440-111. The HSMP must, as a minimum, include the following information:

- a. Roles and responsibilities;
- b. Important contact details;
- c. A hazardous substance register including their storage locations, and associated safety data sheets;
- d. A risk register including identified risks and associated controls;
- e. Spill response plan (SRP);
- f. Emergency response management plan (ERMP);
- g. Site inspections, monitoring;
- h. Staff training; and
- i. Provisions of site audit and review of HSMP.

Flooding

441-112. Within 20 working days from the completion of the works, the consent holder must provide to the Council a statement from a SQEP certifying that the overland flow path depicted within the Flood hazard and risk assessment by Tonkin + Taylor (reference: 1016043 v7, dated: November 2025) has its alignment maintained across the service lane.

442-113. Within 20 working days from the completion of the works, the consent holder must

Commented [SW124]: The Monitoring Officer has requested this condition to aid in Monitoring given the scale, visual prominence and extensive views to the development. This is considered to be proportionate to the extent of effects.

Commented [B&A124R2]: Not accepted by Precinct as this should be addressed through consent monitoring and is considered unnecessary.

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provide to the Council a statement from a SQEP certifying that the flood mitigation protection requirements of condition 79F and as recommended within the Flood hazard and risk assessment by Tonkin + Taylor (reference: 1016043 v7, dated: November 2025) have been installed and / or completed onsite.

Covenant for the lease of off-site parking spaces

115. Prior to the occupation of the building, ~~t~~The consent holder must enter into a section 108 Resource Management Act 1991 covenant in favour of Auckland Council for 196-200 Quay Street [Lot 8 DP 60151] to use carparks within the Site. The consent holder must contact the Council to initiate the preparation of the covenant. A copy of the updated Computer Register (Record of Title) showing that the covenant has been registered must be provided to the Council ~~prior to occupation of the building.~~

The covenant must:

- a-g. Stipulate that the site [196-200 Quay Street – Lot 8 DP 60151] has exclusive use and access to up to 121 car parking spaces located within the basement levels of the adjacent site 2 Lower Hobson Street [Lot 9 DP 60151].
- b-h. If access to up to 121 car parking spaces must be restricted for any period of time that is not agreed in writing with the site owner [196-200 Quay Street] then the owner of the adjacent site [2 Lower Hobson Street Lot 9 DP 60151] must provide alternative car parking spaces in close proximity to the site in agreement with the owner of 196-200 Quay Street.
- e-i. Should this site [196-200 Quay Street – Lot 8 DP 60151] be redeveloped or significantly altered to provide new and /or additional car parking spaces, up to 121 car parking spaces at 2 Lower Hobson Street [Lot 9 DP 60151] associated with this site must be accounted for / included as part of this site's parking provision when calculating the maximum parking rates for the Business - City Centre Zone as set out within the Auckland Unitary Development Plan (Operative in Part) or its successor for this site [196-200 Quay Street – Lot 8 DP 60151].
- d-j. Be drafted by the Council's nominated Solicitor at the consent holder's cost; and
 - h-iii. be registered against the Computer Register(s) (record of title) to the affected land by the consent holder at their cost; and
 - h-iv. require the consent holder to:

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- be responsible for all legal fees, disbursements and other expenses incurred by the Council in connection with the covenant, and procure its solicitor to give an undertaking to the Council for payment of the same; and
- indemnify the Council for costs, fees, disbursements and other expenses incurred by the Council as a direct result of the Council being a party to this covenant.

Footpath Reinstatement

116. Within three months following completion of the construction works, the consent holder must reinstate the pedestrian footpaths along Lower Hobson Street and along Custom Street West to Auckland Transport - Transport Design Manual requirements unless otherwise agreed in writing by Auckland Transport.

Advice Notes:

- *A Corridor Access Request (CAR) application is required from Auckland Transport for any works within the road reserve that affects the normal operation of the road, footpath or berm.*
- *New vehicle crossings are subject to approval by Auckland Transport prior to construction.*
- *An approval letter and completion certificate from Auckland Transport is required to be submitted to the Council as a verification that Auckland Transport has completed approval and a final vehicle crossing inspection.*
- *The final condition of the reinstatement is to be confirmed either at Engineering Approval Stage or based on further discussions to take place as part of the Integration Agreement between the applicant, Auckland Council, and Auckland Transport.*

Prior to Occupation of Building Conditions

Urban Room and Pedestrian Connections – Public Access

116A. The consent holder must ensure no permanent structure is placed at any time within the Urban Room and the pedestrian connections as identified at Section 2.2 Public Realm as 'Movement – 24Hr Access' within the Architecture & Landscape Report, listed in Condition 1, except as specifically provided for on the certified landscape plan under Condition 47.

116B. The Urban Room and the pedestrian connections including the public lift access as identified at Section 2.2 Public Realm as 'Movement – 24Hr Access' within the Architecture & Landscape Report, listed in Condition 1 must be available for use by the public 24 hours per day, seven days per week, except during emergencies or for maintenance purposes when public access may need to be restricted for safety reasons.

Commented [SW125]: These conditions secure ongoing compliance with the Precinct Standards (and the details of the consent. As per the Parks Memorandum, public access is supported to the Urban Room. Furthermore the pedestrian connections are provided as required by Zone and Precinct provisions (Standard I205.6.2).

Commented [B&A125R2]: Not accepted by Precinct as these not appropriate as conditions as they do not address a relevant effect.

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Access Easement – Public Access to the Urban Room and Pedestrian Connections

116C. Prior to the occupation of any buildings, an access easement in favour of the Council must be registered on the title of the Site 2 Lower Hobson Street [Lot 9 DP 60151] at the consent holder's expense and to the satisfaction of the Council over the Urban Room and the pedestrian connections as identified at Section 2.2 Public Realm as 'Movement – 24Hr Access' within the Architecture & Landscape Report, listed in Condition 1 . must be maintained at the widths consented and available to members of the public at all times, 24 hours a day, 7 days a week, unless written approval has been obtained from the Council. In all circumstances, the Urban Room and pedestrian connections must be available for public use between the hours of 7am and 11pm. The registration of the access easement must ensure the Urban Room and pedestrian connections are:

- Available for the use by the public at all times except during emergencies or for maintenance purposes when public access may need to be restricted for safety reasons; and
- Unobstructed by permanent structures at all times except as specifically provided for on the certified landscape plan under Condition 47 of LUC60460865 (BUN60460864).

Operational Waste Management Plan (OWMP)

117. At least 20 working days p~~Prior to the commencement occupation~~ of any activities on the Site, the consent holder must provide a final Operational Waste Management Plan (OWMP) to the Council, in general accordance with the draft OWMP referenced in Condition 1, subject to condition 119b below.
118. The objectives of the OWMP are to ensure the effective operation of waste collection and management procedures for the development and set out clear management policies to cater for different waste management requirements of the commercial tenancies and residential activities.
119. The operation of the Site must be carried out in accordance with the certified OWMP at all times. The OWMP must, as a minimum, include the following information:
- Define user access arrangements in detail;
 - Confirm that the vehicles to be used for rubbish collection can satisfactorily enter and exit the site (noting the 3.6m vertical height restriction);
 - Details of waste materials to be collected by facilities management on each

Commented [SW126]: As per the Parks Memorandum, public access is supported to the Urban Room. Furthermore the pedestrian connections are provided as required by Zone and Precinct provisions (Standard I205.6.2). In this regard, the easements are recommended and are considered to be reasonable.

Commented [B&A126R2]: Not accepted by Precinct as these not appropriate as conditions as they do not address a relevant effect.

Commented [SW127]: This is not changed in the new set - but to note and for clarity - the Draft Operational Waste Management Plan refers to a Box Body With Tail Lift Truck as a maximum collection vehicle. This is stated to be a travel height of 3.7m. This will not be able to access the site owing to the 3.6m vertical height restriction.

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floor level (e.g. food organics);

- d. Details of education information packs and notices for residential occupants with respect of using the waste chutes and any food organics collection arrangements (and other);
- e. Maintenance arrangements for the effective and ongoing operation of the waste chutes;
- f. Contingency arrangements in the event that waste chute(s) are not functional for a period of time.
- g. Requirements for maintaining the clean and sanitary condition of the waste rooms and chutes.
- h. Details of the guidance and training to be given to building management and collection staff on using the:
 - i. waste chutes;
 - ii. compactors; and
 - iii. waste rooms.

Servicing and Loading Management Plan (SLMP)

- 120. At least 20 working days pPrior to the commencement of any activities on Site, the consent holder must provide a final or updated Servicing and Loading Management Plan (SLMP) relative to the stage of occupation to the Council for certification, in general accordance with the draft SLMP referenced in Condition 1.
- 121. The objectives of the SLMP are:
 - a. To provide a clear framework for ongoing management of the loading spaces that have access from the service lane;
 - b. To coordinate and schedule booking of the loading spaces to manage the available capacity of loading spaces;
 - c. To minimise conflicts during AM peak periods between servicing requirements and pedestrians along Quay Street;
 - e-d. To ensure compliance with the vertical clearance restrictions on the service lane; and
 - d-e. To ensure the loading areas and the Service Lane operate safely.
- 122. The SLMP must, as a minimum, include the following information:

Commented [SW128]: To the Panel: It is understood that there may be more detail available from the Applicant with respect of staged occupation / delivery of the development. That detail would help to inform and refine all conditions relating to occupation timeframes (and associated infrastructure trigger points).

Commented [B&A128R2]: Accepted by Precinct, but the timing is modified to apply "Prior to occupation of building..." for consistency. The inclusion of "updated" however is not accepted.

Commented [SW129]: Auckland Transport makes the following points, and notably pedestrian safety as well as amenity is a key consideration when assessing applications for vehicle crossing and their use along Quay Street including existing and future pedestrian and traffic numbers. Notably, as the Custom Street West entrance will be height restricted, larger service vehicles for Aon and HSBC will also require use of Quay Street as the entrance to service their occupants.

Commented [NS30]: B&A98, deletion and comments are not accepted. In the first instance, the applicant is referring to the PM peak which is not addressed via the condition itself. During the AM period, there are considerably higher numbers of pedestrians in this part of the City Centre that will be traversing along the likes of Quay Street, which creates additional conflict points associated with the ability to service the development. To ensure that pedestrian amenity is maintained, it is considered appropriate to impose an AM peak period restriction given the significance of the City Centre and levels of pedestrian amenity that are present along Quay Street. Furthermore, during the AM peak there will be higher numbers of vehicles entering the service lane from Quay Street which will increase the potential for these vehicles to be delayed from turning into the site by pedestrians crossing the vehicle access, thereby affecting the efficient operation of Quay Street, including buses using Bus Stop E and buses in the eastbound bus lane. The use of "Minimise" here is appropriate, noting that part of the restriction is to reduce vehicle conflicts with pedestrians to avoid any service vehicles arriving to or departing from during the AM peak.

Commented [B&A129R2]: Not accepted by Precinct for reasons outlined in the s55 traffic response.

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- a. Use of an automated booking system (such as Mobile Dock) to require: allow
require: provide for where proposed:
- (i) Loading spaces to be booked in advance
 - (ii) Users to be aware in advance of the vertical clearance restrictions. Any vehicles that are unable to enter from Customs Street West due to the vertical clearance restriction of 2.9 m must enter and exit via Quay Street
 - (iii) Vehicle details (number plate and vehicle size) to be confirmed in advance of arrival; and
 - (iv) Details of an integration between the loading dock management system with access control and CCTV systems, allowing license plate recognition to navigate any security barriers with an approved booking(s); and-
 - (iv)(v) The management of arrivals to avoid truck movements during the AM peak period Monday - Friday, between 7am – 10am, to reduce conflicts with pedestrians, particularly on the Quay Street footpath;
- b. Provide procedures to manage unscheduled vehicle arrivals; this must include the availability of a concierge service outside of core hours if the loading dock manager is not available;
- c. Provide access cards or other mechanisms to provide regular users the ability to access the loading dock to avoid vehicles unnecessarily waiting within the service lane;
- b-d. Provide details of the booking management arrangements for the nine casual car parking spaces, which are to be utilized by the residential and office occupants;
- c-e. Core hours of 6:30 am to 4:30 pm taking into account the requirements of Condition (122)(a)(v) above, where the loading dock will be managed by a Dock Manager;
- d-f. Details about signage to show the vertical clearance restrictions;
- e-g. Details of a convex mirror to provide visibility for trucks exiting the loading area of the Site, as required by condition 132; and
- h. Monitoring programme and Management Plan review; and
- i. Have regard to any emergency response procedures developed in

Commented [SW130]: Auckland Transport advise the below, the justification for the changes are supported.

Commented [NS31]: B&A99, deletion not accepted and comments do not appear clear in its intention. Specifically, the applicant has relied upon such a system to mitigate adverse impacts. The amendments are suggestive of the fact that it might be a nice to have, rather than a mechanism to control the booking of any loading spaces and appropriate management of the service lane and surrounding access points onto the network.

Commented [B&A130R2]: Not accepted by Precinct for reasons outlined in the s55 traffic response.

Commented [SW131]: Auckland Transport comment as below which are supported / agreed:

Commented [NS33]: Deletion not accepted for the reasons stated in the response to B&A98.

Commented [B&A131R2]: Not accepted by Precinct for reasons outlined in the s55 traffic response.

Formatted: Highlight

Commented [SW132]: To the Panel - this wording has been adjusted slightly from the AT recommendations for readability.

Commented [B&A133]: Sub-conditions b, c and d are accepted with the word "booking" deleted.

Commented [B&A134]: Not accepted by Precinct per the comments above.

Commented [SW135]: Auckland Transport make the following comments with respect of this condition. For clarity of Monitoring, given the complexity this is supported.

Commented [NS34]: A number of amendments have been made, however no specific commentary that has been provided in relation to the suggested amendments. All of which have already been specifically proposed by the applicant's consultants, as a means of further managing and mitigating effects of the development. Rather than these being as part of the body of the management plan itself, it makes sense in terms of making things abundantly clear to compliance around the fact that these measures are proposed and required to be implemented as part of the SLMP.

Commented [SW136]: This addition is suggested to ensure if the flood barrier restricts access, this is communicated via the booking system etc to prevent large vehicles arriving and being unable to enter and to ensure future updates are linked back to this plan given they relate to the Service Lane and basement.

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accordance with the Flood Barrier Management Plan (Condition 79), such as communicating to the Dock Manager / concierge or inserting information or updates into the automated booking system if access is temporarily restricted to prevent large vehicles arriving and being unable to access. This applies to any future updates or revisions that may be triggered by review condition to be informed by the certified Flood Barrier Management Plan (FBMP) and emergency response procedures ,or any updated certified Flood Barrier Management Plan.

123. The development must not be operateoccupied until the SLMP has been certified and must operated in accordance with the certified SLMP at all times for the duration of the activities on the Site.

Hotel Pick Up and Drop Off Management Plan (HPUDOMP)

124. Prior to the commencement of hotel activities on Site, the consent holder must provide a final Hotel Pick Up and Drop Off Management Plan (**HPUDOMP**) to the Council, in general accordance with the draft HPUDOMP referenced in Condition 1.
125. The objectives of the HPUDOMP are:
- a. To provide a clear framework for ongoing management of the hotel pick up and drop off area;
 - b. To ensure the hotel pick up and drop off area is used for hotel guests only, or for valet parking;
 - c. To prevent vehicle queuing onto Customs Street West, including the potential for queuing across the Customs Street West footpath; and
 - d. To ensure the drop-off area operates safely.; and
 - e. To avoid adverse safety and operational effects on the adjacent road network.
126. The HPUDOMP must, as a minimum, include the following information:
- a. Details about the specific signage or markings required to show that the pick-up and drop-off area is for exclusive use by the hotel guest arrival and departure activity, and that will assist in the general operation of the drop-off area. These details should include:
 - (i) Signage stating use for hotel drop-off only

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- (ii) Time limit restrictions signage proposed for the use of the drop-off spaces of up to 5 minutes for hotel guests and 3 minutes for taxis or ride-share vehicles
- (iii) Signage stating not to leave vehicles unattended, and for valet parking to give keys to hotel staff members
- (iv) Clearly defining signage or markings for entry and exit points for vehicles
- (v) Vehicle size limitation signage (the maximum vehicle size utilising the drop-off area is a 7.4 m long van with a trailer)
- (vi) Markings/surface treatment defining drop-off spaces and pass-through lane

b. The level of staffing required, including (but not limited to) an identification of the numbers of staff required to maintain the valet parking service; staff to manage the Hotel PUDO turnover; and staff required to handle any loading / unloading of PUDO vehicles;

b-c. An outline of a programme to train staff employed to maintain the Hotel PUDO and valet service;

c-d. Measures to encourage high turnover of the pick up and drop-off area;

d. Management measures to treat the bypass lane as a managed short term stacking / circulation area only, not as a loading, luggage handling or taxi / rideshare waiting area. This will provide short term capacity if needed, but ensure the bypass lane is not used as a formal loading area;

e. Providing a clearly defined route for vehicles to "circulate around the block";

f. Systems for implementation of booking, where practicable;

g. A larger vehicle protocol, whereby these vehicles should be called forward only when sufficient internal space is available, otherwise they will be directed to the defined recirculation route;

h-g. A clear "no informal drop-off" rule within the road reserve;

i. A specific "all 4 internal positions occupied" procedure; and

j-h. A monitoring programme and management plan review.

127. The hotel activities must be operated in accordance with the certified HPUDOMP at all times for the duration of the activities on the Site.

Commented [SW137]: Auckland Transport have advised:

Commented [NS35]: A comprehensive memo has been prepared by Mr Peake, dated 8th June 2026, which responds to the s55 response provided by Flow and takes into consideration the independent peer review by Hughs Transportation. Principally, there are significant practical implications of allowing the bypass lane to be utilised for extra capacity in terms of the ability for the two formal PUDO spaces to be accessed and to enable adequate exits from the PUDO facility. Implications of using the bypass lane as a short term stacking area is that vehicles would lead to manoeuvre within the space to allow vehicles to enter / exit PUDO spaces, which will have safety implications given the high pedestrian activity in the area both within subject site and along the Customs Street West frontage. Fundamentally, the bypass lane should be retained to maintain the ability to turnover vehicles in a more efficient capacity. Notwithstanding, AT's principle concern is that the physical dimensions of the Hotel PUDO continue to be insufficient based on the demand for such a facility.

Commented [B&A137R2]: The deletion of sub-bullet point d is not accepted by Precinct, with revised wording as follows: "Management measures to turn away vehicles in the bypass lane if they are blocking vehicles from exiting the drop-off spaces, or if they have potential to cause queuing onto Customs Street West".

Commented [SW138]: Auckland Transport advise:

Commented [NS36R35]: At the meeting held on 9th June 2026, the applicant discussed the potential for mitigating legibility concerns of the entry for vehicles approaching from Sturdee Street. Specifically, this included the provision of signage. It was not clear as to whether this was advanced notice or simply at the crossing point. In both instances, there are issues ... [5]

Commented [SW139]: Auckland Transport support this amendment

Commented [SW140]: Auckland Transport advise:

Commented [NS38]: Not sure what "Larger vehicle" means, should be more precise as there is a suggestion it could lead to a vehicle larger than a sprinter (i.e. a coach). Where is the vehicle(s) located in the "called forward" situation, i.e. is this located in the basement or any other facility before being redirected towards the site. The applicant has since clarified at the meeting ... [6]

Commented [SW141]: Auckland Transport advise and the comment is supported.

Commented [NS39]: Comfortable with the inclusion, but practically not sure how this is to be regulated particularly noting that the conditions generally relate to any activity located within the subject site.

Commented [SW142]: Auckland Transport advise:

Commented [NS40]: Suggest deleting this, based on the comments above regarding the need to maintain the capacity of the bypass lane.

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Hotel PUDO Monitoring:

127A. To ensure the effectiveness of the management measures required in the Hotel PUDO Management Plan, as required in Conditions (126) of these consents, the consent holder must undertake monitoring in accordance with the following frequencies:

- a. Within three months following the operation of the Hotel PUDO and implementation of the Hotel PUDO Management Plan;
- b. Within six months following the operation of the Hotel PUDO and implementation of the Hotel PUDO Management Plan;
- c. Within 12 months following the operation of the Hotel PUDO and implementation of the Hotel PUDO Management Plan;
- d. Annually thereafter the monitoring required in Condition 126(c);

Hotel PUDO Monitoring Parameters

127B. The monitoring must occur across a week period and include surveys of at least two week days and one weekend day between the hours of 6am – 10pm. This must include an identification of the following:

- a. Any incidents of queuing across the footpath along Customs Street West or into the road carriageway;
- b. Instances where, and frequency of, hotel staff having had to send pick up and drop off vehicles away from the PUDO in the scenario where the PUDO was fully occupied;
- c. Length of time that a vehicle(s) is parked within the PUDO;
- d. The number and type of vehicles utilising the PUDO across the identified survey period;
- e. Any instances relating to pickups and drop offs within the road reserve along the Customs Street West and Lower Hobson Street frontages of the subject site;
- f. Observation of any near misses between pedestrians and vehicles utilising the PUDO;
- g. Instances of any non-hotel related use of the PUDO, including identification of where staff had to move on any related vehicles;

Hotel PUDO Monitoring Reporting Requirements

127C. The results of any monitoring required in Condition (127B) must be provided to the Council in consultation with Auckland Transport, in writing, and prepared by a suitably qualified and experienced traffic engineer, within one month following the completion of each monitoring period. This must include, but not be limited to, the following matters:

- a. A summary of the survey data undertaken throughout the monitoring period(s);
- b. An assessment of any crashes in the vicinity of the PUDO, against NZTA's Crash Analysis System, including the intersection of Customs Street West / Lower Hobson Street / Sturdee Street to identify any safety issues that relate to the operation of the PUDO;

Commented [SW143]: Auckland Transport advise the below and this condition is brought through from the AT comments.

Commented [NS41]: AT supports the increased monitoring frequencies identified by Hugh's peer review and what has been proposed by Flow.

Commented [B&A143R2]: Not accepted by Precinct as this addressed in the draft HPUDOMP and condition 126.

Commented [B&A144]: Not accepted by Precinct as this addressed in the draft HPUDOMP and condition 126.

Commented [SW145]: Auckland Transport advise:

Commented [NS42]: Not specifically identified as part of the s55 response, however AT considers this necessary to help inform an assessment around the extent to which the demand for the facility is needed. Peer reviewer otherwise didn't disagree with AT's earlier suggestions.

Commented [B&A146]: Not accepted by Precinct as this addressed in the draft HPUDOMP and condition 126.

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- c. The extent to which the management measures included within the Hotel PUDO Management Plan have been implemented and effective. This includes the extent to which queuing within Customs Street West, including across the footpath, has been avoided; and
- d. Any recommendations to address any issue(s) identified within the monitoring reporting to address the safety and performance of the adjacent transport network, which may include (but not be limited to) the closure of the Hotel PUDO. These measures must be identified and agreed with Auckland Council, in consultation with Auckland Transport, prior to implementation which must be at the consent holder's expense.

Hotel PUDO Purpose / Reinstatement

127D. Should the consented use of the hotel activity cease to operate or be converted into any other activity(ies), the consent holder must remove the PUDO and reinstate the vehicle crossings associated with the use of the Hotel PUDO along Customs Street West, as shown in Condition (1) of these consents, in accordance with Auckland Council and/or Auckland Transport's requirements. This must be undertaken within three a month period following the cease of operation and/or the change in consented use of the hotel activity.

Commented [B&A147]: Not accepted Precinct as this is unnecessary and any effects of its use can be dealt with by the management plan.

No complaints Covenant

127-128.

Prior to the occupation of the proposed hotel rooms and apartments, the consent holder ~~shall~~ must provide evidence to the Council that a restrictive no-complaints covenant has been registered on the title(s) to the property, in favour of Ports of Auckland Limited, by the landowner (and binding any successors in title): not to complain as to effects generated by the lawful operation of the port.

Commented [SW148]: Additional detail as to what is to be registered on the title to better reflect the wording of the Standard noted in the Advice note below.

Advice Notes:

- The restrictive no-complaint covenant is limited to the effects that could be lawfully generated by the port activities at the time the agreement to covenant is entered into. This does not require the covenantor to forego any right to lodge submissions in respect of resource consent applications or plan changes in relation to port activities (although an individual restrictive non-complaint covenant may do so).

Commented [SW149]: This is recommended to aid the consent holder as to what this does and does not restrict. It is however taken from the Note 1 to the Standard D25.6.1(6)

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- *The applicant has proffered this condition in order to demonstrate intent to comply with standard D25.6.1(6) of the Auckland Unitary Plan.*

Landscape Treatment – Implementation

~~128-129.~~ All hard and soft landscaping must be implemented, as detailed on the approved Landscape Plans required by Condition 47, in the first planting season immediately following the completion of construction works. The landscaping must be maintained for the life of this consent in accordance with the maintenance programme approved under Condition 47 above.

Vehicle intervisibility – convex mirror

~~129-130.~~ Prior to the operation of the activity, the consent holder must install a 600mm diameter convex mirror as directed by the consent holder's traffic engineer. This must include (at a minimum) within the service lane opposite the exit of the basement and as required internal to the basement to ensure adequate intervisibility. Any convex mirror(s) installed at the bends must have wide reflective angles to allow opposing vehicles to see each other in advance of the bend.

~~130-131.~~ The convex mirror must be maintained in the consented location in a condition that provides for its effective and ongoing use for the duration of the operation of the activity.

Small Parking Spaces

131A. The four parking spaces identified in the Operational Integrated Transportation Assessment, [prepared by Flow Transportation Specialists as listed in Condition 1](#) with non-compliant dimensions must, [prior to first occupation of the development](#) be clearly identified, by way of signage and/or [pavement-surface](#) markings, and restricted to use by small vehicles only.

Quay Street vehicle crossing treatment

~~131-132.~~ The Quay Street service lane vehicle crossing must be constructed generally in accordance with the updated concept design titled "Quay Street Service Lane Access Design" (refer Appendix H of the Operational Integrated Transport Assessment), which reflects the outcomes of stakeholder engagement with M Social and Auckland Transport.

The design and construction of the vehicle crossing must achieve the following key outcomes:

- a. Clear delineation between vehicle and pedestrian areas.
- b. Improved demarcation between the service lane and the M Social frontage.

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- c. Speed management through retention of existing speed humps and provision of appropriate measures near the property boundary.
- d. Physical separation of opposing traffic movements by a 0.5 m median strip (implemented as a textured surface, low raised lip, or planter feature).
- e. Provision of a low (less than 900 mm) separation element at the corner boundary with M Social to maintain visibility between pedestrians and vehicles.
- f. Provision for bollards within the road reserve, to be installed at Auckland Transport's discretion.
- g. Retention of the existing lighting pole between the M Social and service lane vehicle crossings, with the intervening space functioning as a pedestrian refuge area.

Any detailed design or construction drawings that depart materially from the concept plan in Appendix H must be submitted to and approved in writing by Auckland Transport prior to implementation, to confirm that the above outcomes are maintained.

Provision of off-site parking spaces

~~132-133.~~ Prior to the operation of ~~the~~ any activity on the Site a total of up to 121 car parking spaces within the Site must be signposted and marked out as available for the exclusive use of owner / occupier at 196-200 Quay Street [Lot 8 DP 60151]. The location of these leased parking spaces and their availability for the exclusive use of the visitor accommodation activity at 196-200 Quay Street must be identified through suitable signage and on an updated parking plan. Confirmation of the lease, signage and parking plan must be provided to the Council for certification.

Advice note:

In the event that the lease of parking spaces is no longer possible, the consent holder should, in consultation with the owner/occupier of 196-200 Quay Street arrange for an alternative lease location in order to comply with this condition.

Noise Assessment Report

~~133-134.~~ Prior to occupation of the building, a noise assessment report with measurement results prepared and certified by a SQEP must be submitted to the Council to demonstrate that the building has been insulated and constructed to comply with Condition 76.

Hazardous Substance

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134-135. Prior to operation of the activity, the consent holder must produce a statement letter confirming the following design (as specified in the approved Hazardous Substances Assessment prepared by Tonkin + Taylor, reference 1016043.2000 v1, and dated November 2025 and as listed in condition 1) has been incorporated:

"The minimum 4-hour fire rating wall for each of the proposed hazardous substance storage tanks and thick concrete construction material surrounding the tanks"

Advice Note:

This is required to ensure that the fire risk to people and property remains consistent with the assessment within the Hazardous Substances Assessment Report (as referenced in condition 1).

135-136. The consent holder must ensure that the site operation must adhere to the operational procedures, control measures and response procedures specified in the certified HSMP as per Condition 109 and the documents must be made available onsite at all times.

136-137. The consent holder must ensure that suitable and sufficient spill kits ~~must are be~~ maintained onsite at all times.

137-138. Any incidents resulting in a discharge of hazardous substances to the environment must be reported to the Council within 24 hours of an incident occurring and incident records must be made available to the Council upon request.

Operational Waste Management Plan

138-139. The development must be operated in accordance with the certified Operational Waste Management Plan at all times for the duration of the activities on the Site.

Heritage Interpretation Panel

139A Prior to occupation of the building, the consent holder must install one heritage interpretation panel in a location visible from street or ground level within the site. The consent holder must work with the project archaeologist to determine the content and location of thea public heritage interpretation panel on the historic heritage features of the site.

Active Surveillance Details Plan

139B Prior to occupation of the building, the consent holder ~~shall must~~ provide details of an 'Active Surveillance Plan' detailing the building operation and security measures, for certification. This must include the following as a minimum confirming:

- a. Hours of operation for all publicly accessible spaces;

Commented [SW150]: The CPTED Memorandum provides a great level of detail in support of not providing Pedestrian Traffic Modelling and this is accepted. Whilst containing fewer details, this condition will provide details of security and monitoring. Furthermore, if any issues arise, these could be addressed via the proposed review condition.

Commented [SW150R2]: Note that further engagement with the Universal Design Specialist has not taken place in providing these comments.

Commented [B&A150R3]: Not accepted by Precinct as there is no need for a separate plan but details will be provided.

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b. Security measures/monitoring of the above spaces, as well as spaces able to be accessed by the public; and

c. Details of retractable security screens or other security measures.

139C. The certified Active Surveillance Plan under Condition [139B] must have all physical measures installed and fully operational and all security and monitoring measures operational prior to the development being first occupied, and thereafter retained and maintained for the duration of the consented development.

Commented [SW151]: To require the certified measures to be put in place and maintained to achieve a safe environment.

Specific conditions – Discharge Permit DIS60460866~~xxxx~~ and Land Use Consent (NESCS) LUC60460865~~xxxx~~

139-140. Soil disturbance on the Site must be undertaken in accordance with the certified CSMP as required by Condition 42.

Advice note: Contamination Site Management Plan

The Council acknowledges that the CSMP is intended to provide flexibility of the management of the works and contaminant discharges. Accordingly, the plan may need to be updated following the results of the additional soil sampling. Any updates should be limited to the scope of this consent and be consistent with the conditions of this consent. If you would like to confirm that any proposed updates are within scope, please contact the Council. The Council's certification of the CSMP relates only to those aspects of the plans that are relevant under the RMA. The certification does not amount to an approval or acceptance of the suitability by the Council of any elements of the management plan that relate to other legislation, for example, the Building Act 2004 or the Health and Safety at Work Act 2015.

140-141. At least 20 working days prior to soil disturbance occurring on the Site, a Detailed Site Investigation (DSI) must be undertaken on the Site. The DSI must be undertaken in accordance with the certified CSMP, referenced in Condition 42.

141-142. The DSI report documenting the site investigation, required by Condition 141, must be submitted to the Council for review at least 10 working days prior to soil disturbance occurring. The DSI report must confirm whether the stormwater quality monitoring and management/mitigation measures, proposed in the CSMP, referenced in Condition 42, are appropriate for the level of contamination onsite.

142-143. If the DSI report required by Condition 141 confirms additional stormwater quality monitoring, including analysis for cyanide and/or mitigation/measures are required

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during soil disturbance on the Site, then the consent holder must submit to the Council an updated CSMP for certification at least 10 working days prior to soil disturbance occurring onsite.

~~143-144.~~ The Council must be informed, in writing, at least 10 working days prior to the start date of the works authorised by this consent.

~~144-145.~~ The consent holder must engage a SQEP to oversee any works involving the disturbance of potentially contaminated material and ensure the control measures in the certified CSMP are adhered to throughout these works. All sampling should be undertaken in accordance with the Contaminated Land Management Guidelines No. 5, Ministry for the Environment (revised 2021).

Advice note: Soil Contamination Sampling

In order to comply with the Contaminated Land Management Guidelines No. 5 (Ministry for the Environment, revised 2021), all sample analysis should be undertaken in a laboratory with suitable experience and ability to carry out the analysis.

~~145-146.~~ During earthworks all necessary action must be taken to prevent dust generation and sufficient water must be available to dampen exposed soil, and/or other dust suppressing measures must be available to avoid dust formation. Excavation works must be undertaken in general accordance with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016).

~~146-147.~~ In the event of an incidental discovery of contamination during land disturbance activity which has not been previously identified, including asbestos material, the consent holder must immediately cease the works in the vicinity of the contamination, notify the Council, engage a SQEP to assess the situation (including possible sampling and revision of the CSMP), and decide on the best option for managing the material.

~~147-148.~~ Excavated material that is not re-used onsite must be disposed of at an appropriate facility licensed to accept the levels of any identified contamination. Excavated soil must not be disposed of as 'Cleanfill material' unless it has been appropriately tested and characterised by a SQEP as meeting the 'Cleanfill material' definition set out in the AUP(OP) and any subsequent updates.

~~148-149.~~ The contamination levels of any soil or fill material imported to the site must be certified by a SQEP and, unless otherwise agreed with Council, must meet the definition of 'Cleanfill material', as defined by the AUP(OP) and any subsequent updates. The SQEP's certification must include testing of imported soil at a minimum rate of 1 sample per 500m³ (analysed for heavy metals, polycyclic aromatic hydrocarbons, total

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petroleum hydrocarbons, and asbestos content) and verification that the fill material imported to site originates from:

- a. A site that has been determined by a SQEP to have had no known history of potentially contaminating activities, as detailed on the Hazardous Activities and Industries List (Ministry for the Environment, 2011); or
- b. A site that has been adequately investigated by a SQEP, in accordance with Contaminated Land Management Guidelines, No.5: Site Investigation and Analysis of Soils (Ministry for the Environment, revised 2021) or any updates to this document, to meet the 'Cleanfill material' definition, as prescribed in the AUP(OP); or
- c. A commercial quarry (sampling is not required for hardfill material sourced from a commercial quarry) or topsoil from a landscape supplier.

149-150. Within three months of the completion of soil disturbance on the site, a Works Completion Report must be submitted to the Council for review and certification. The Works Completion Report must contain sufficient detail to address the following matters:

- a. A summary of the soil disturbance undertaken, including the location and dimensions of the excavations carried out and the volume of soil excavated;
- b. Details and results of any additional soil and groundwater sampling (if undertaken) and interpretation of the results in the context of the NES:CS, the AUP(OP), and the Cleanfill criteria;
- c. Details and results of the stormwater quality monitoring and interpretation of the results against the Australian and New Zealand Environment Conservation Council (ANZECC) Guidelines for Fresh and Marine Water Quality (2000);
- d. Details and results of any vapour monitoring (if undertaken) and interpretation of the results against the appropriate guidelines;
- e. Records/evidence of the appropriate disposal for any material removed from the Site;
- f. Details of any validation sampling undertaken on materials imported to site;
- g. Details of any stormwater/groundwater encountered during the works, details on any treatment and volume of disposal offsite;
- h. Records of any unexpected contamination encountered during the works and response actions, if applicable;
- i. Conditions of the final site ground surface;

Commented [B&A152]: This should also refer to Site Validation Report.

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- j. Reports of any complaints, health and safety incidents related to contamination, and/or contingency events during the earthworks; and
- k. A statement certifying that all works have been carried out in accordance with the requirements of approved plans and consent conditions, otherwise providing details of relevant breaches, if applicable;

Advice note: Asbestos Containing Materials

If you are demolishing any building that may have asbestos containing materials (ACM) in it:

- *You have obligations under the relevant regulations for the management and removal of asbestos, including the need to engage a Competent Asbestos Surveyor to confirm the presence or absence of any ACM.*
- *Work may have to be carried out under the control of person holding a WorkSafe NZ Certificate of Competence (CoC) for restricted works.*
- *If any ACM is found, removal or demolition will have to meet the Health and Safety at Work (Asbestos) Regulations 2016.*
- *Information on asbestos containing materials and your obligations can be found at www.worksafe.govt.nz.*

If ACM is found onsite following the demolition or removal of the existing buildings, you may be required to further remediate the site and carry out validation sampling. Dependent on the amount of soil disturbance, a further consent application may be required.

Specific conditions – Discharge Permit ~~DISXXXX~~DIS60460866

Duration of consent

~~150-151.~~ Consent DIS60460866XXXX expires five years from the date of commencement unless it has been surrendered or been cancelled at an earlier date pursuant to the RMA.

During Works Conditions

Management of contaminant discharges

~~151-152.~~ The disturbance of soils containing elevated levels of contaminants must be managed in accordance with the certified CSMP to minimise the discharge of contaminants (including debris, soil, silt, sediment, or sediment-laden water) from the Site to either land, stormwater drainage systems, watercourses or receiving waters:

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- a. Erosion and sediment controls must be installed along the boundaries of the disturbance areas in accordance with the CSMP and Auckland Council guidance document 2016/005: Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region;
- b. The excavation areas must be maintained in a damp state while works are occurring to suppress the generation of dust during the works;
- c. Filter cloths or cover mats must be installed over the stormwater cesspits in the vicinity of the excavation areas;
- d. Vehicles must be inspected prior to leaving the works area and wheels brushed/cleaned as required to avoid the potential for sediment to leave the Site on vehicle tyres and enter the stormwater system; and
- e. Any truck-loads of excess excavated material leaving the Site must be covered during transportation.

Advice note: Contaminant Discharges

Discharge from the Site includes the disposal of water (including groundwater or collected surface water) from the land-disturbance area.

~~152-153.~~ Temporary stockpiles of excavated soils containing elevated levels of contaminants must be located within an area protected by erosion and sediment controls and be covered outside working hours and during periods of heavy rain. Stockpiling of material containing separate phase hydrocarbons or odorous petroleum hydrocarbons must not take place.

Advice note: Stockpiles

Stockpiling of excavated soils containing elevated levels of contaminants is to be minimised. To minimise contaminant discharges, soils containing elevated levels of contaminants should primarily be loaded directly into trucks for any off-site disposal.

~~153-154.~~ Any perched groundwater or surface run-off water encountered within excavation areas where soils containing elevated levels of soil contaminants are present that require removal must be considered potentially contaminated, and must either be:

- a. Allowed to soak into the ground; or
- b. Pumped to sewer, providing the relevant permits are obtained; or
- c. Discharged to the stormwater system or to the marine water environment provided testing demonstrates compliance with the Australian and New Zealand Guidelines for Fresh and Marine Water Quality (Water Quality Policy

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Sub-Committee and National Water Reform Committee, 2018) (or any updates to this document) for the protection of 80 percent of marine water species, with the exception of benzene where the 95 percent protection level must apply, and that it is free from petroleum hydrocarbon sheen and separate phase hydrocarbons.

Advice note:

If any contamination exceeding the Permitted Activity soil acceptance criteria, set out in Chapter E30 of the AUP(OP), is retained within the Site upon the completion of the proposed land-disturbance activity, a long-term contaminant discharge consent under Chapter E30 of the AUP(OP) may be required for the Site.

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Specific conditions – Water Permit [WAT60460867xxx](#) – Ground Dewatering and Groundwater Diversion Consent Conditions

Definitions

Words in the ground dewatering (take) and groundwater diversion consent conditions have specific meanings as outlined in the table below.

Alarm Level	Specific levels at which actions are required as described in the relevant conditions.
Alert Level	Specific levels at which actions are required as described in the relevant conditions.
Bulk Excavation	Includes all excavation that affects groundwater excluding minor enabling works and piling less than 1.5 m in diameter.
Commencement of Construction Phase Dewatering	Means commencement of Bulk Excavation and/or the commencement of the taking or diversion of groundwater, other than for initial state monitoring purposes.
Completion of Construction Phase Dewatering	Means, in the case of a tanked building or structure construction, the stage when all the external base slab and walls within an excavation are essentially watertight, the structures internal support mechanisms, including basement floors have been completed any temporary retention removed and no further groundwater is being taken for the construction of the basement. Or Means, in the case of a drained building or structure, the stage the structures external and internal support mechanisms, including basement floors have been completed, the permanent drainage system(s) are in place and no further groundwater is being taken for the construction of the basement.
Commencement of Excavation	Means commencement of Bulk Excavation or excavation to create perimeter walls.
Completion of Construction	Means when the Code Compliance Certificate (CCC) is issued by Auckland Council
Completion of Excavation	Means the stage when all Bulk Excavation has been completed and all foundation/footing excavations within 10 metres of the perimeter retaining wall have been completed.
Condition Survey	Means an external visual inspection or a detailed condition survey (as defined in the relevant conditions).
Damage	Includes Aesthetic, Serviceability, Stability, but does not include Negligible Damage. Damage as described in the table below.

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External visual inspection	A condition survey undertaken for the purpose of detecting any ground instability, new external Damage or deterioration of existing external Damage. Includes as a minimum a visual inspection of the ground surrounding a building or excavation or the exterior of a building; and may include a dated photographic record of all observable changes to ground conditions or exterior Damage.
GSMCP	Means Groundwater and Settlement Monitoring and Contingency Plan
Monitoring Station	Means any monitoring instrument including a ground or building deformation station, inclinometer, groundwater monitoring bore, retaining wall deflection station, or other monitoring device required by this consent.
RL	Means Reduced Level.
Seasonal Low Groundwater Level	Means the annual lowest groundwater level – which typically occurs in summer.
Services	Include fibre optic cables, sanitary drainage, stormwater drainage, gas and water mains, power and telephone installations and infrastructure, road infrastructure assets such as footpaths, kerbs, catch-pits, pavements and street furniture.
SQEP	Means Suitably Qualified Engineering Professional
SQBS	Means Suitably Qualified Building Surveyor

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Category of Damage	Normal Degree of Severity	Description of Typical Damage <i>(Building Damage Classification after Burland (1995), and Mair et al (1996))</i>	General Category <i>(after Burland – 1995)</i>
0	Negligible	Hairline cracks.	Aesthetic Damage
1	Very Slight	Fine cracks easily treated during normal redecoration. Perhaps isolated slight fracture in building. Cracks in exterior visible upon close inspection. Typical crack widths up to 1mm.	
2	Slight	Cracks easily filled. Redecoration probably required. Several slight fractures inside building. Exterior cracks visible, some repainting may be required for weather-tightness. Doors and windows may stick slightly. Typically crack widths up to 5mm.	
3	Moderate	Cracks may require cutting out and patching. Recurrent cracks can be masked by suitable linings. Brick pointing and possible replacement of a small amount of exterior brickwork may be required. Doors and windows sticking. Utility services may be interrupted. Weather tightness often impaired. Typical crack widths are 5mm to 15mm or several greater than 3mm.	Serviceability Damage
4	Severe	Extensive repair involving removal and replacement of walls especially over door and windows required. Window and door frames distorted. Floor slopes noticeably. Walls lean or bulge noticeably. Some loss of bearing in beams. Utility services disrupted. Typical crack widths are 15mm to 25mm but also depend on the number of	

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		cracks.	
5	Very Severe	Major repair required involving partial or complete reconstruction. Beams lose bearing, walls lean badly and require shoring. Windows broken by distortion. Danger of instability. Typical crack widths are greater than 25mm but depend on the number of cracks.	Stability Damage

Table 1: Building Damage Classification

Note: In the table above the column headed "Description of Typical Damage" applies to masonry buildings only and the column headed "General Category" applies to all buildings.

Duration of consent

~~154-155.~~ The take (dewatering) and groundwater diversion consent WAT~~xxx~~60460867 expires thirty-five (35) years after it has been granted unless it has lapsed, been surrendered or been cancelled at an earlier date pursuant to the RMA.

Provide for a review under section 128

~~155-156.~~ Under section 128 of the RMA the conditions of this consent WAT~~60430574~~60460867 may be reviewed by the Manager Resource Consents (or equivalent delegation) at the consent holder's cost:

Within six months after Completion of Dewatering and subsequently at intervals of not less than five years thereafter in order:

- To deal with any adverse effects on the environment which may arise or potentially arise from the exercise of this consent and which it is appropriate to deal with at a later stage
- To vary the monitoring and reporting requirements, and performance standards, in order to take account of information, including the results of previous monitoring and changed environmental knowledge on:
 - a. ground conditions
 - b. aquifer parameters
 - c. groundwater levels; and
 - d. ground surface movement.

Commented [SW153]: For the Panel - this is partly duplicated by the additional review condition that sought to bring together the matters for review. However this set is specifically in relation to the water permit and should be recommended should remain here.

Commented [B&A153R2]: This is a duplication of condition 20A so has been deleted.

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Notice of Commencement of Dewatering

~~156-157.~~ The Council must be advised in writing at least 10 working days prior to the date of the Commencement of Dewatering.

Design and Construction of Basement Retaining Walls

~~157-158.~~ The design and construction of the basement retaining walls must be undertaken in accordance with the specifications contained in the following report:

- Downtown Carpark Development - Geotechnical and Groundwater Assessment Report”, prepared by Tonkin & Taylor (T + T), dated November 2025, ref. 1016043.2000 ~~v3.1~~

Commented [SW154]: Corrected reference

Excavation Limit

~~158-159.~~ The bulk excavation for the basement must not extend below a bulk excavation level at RL -12.4m. This allows for construction of the lower basement level (B04) founded at RL -10.32m as defined by the architectural drawings listed in Condition 1, plus allowance for nominal over dig and construction of the slab, basecourse and any subsoil drainage below the basement. This excludes any local excavations away from the basement perimeter for minor structures, such as lift pit shafts, sumps or water tanks etc., which should not extend below RL 17.2m.

Performance Standards

Damage Avoidance

~~159-160.~~ All excavation, dewatering systems, retaining structures, basements and works associated with the diversion or taking of groundwater, must be designed, constructed and maintained so as to avoid Damage to buildings, structures and Services on the Site or adjacent properties, outside that considered as part of the application process unless otherwise agreed in writing with the asset owner.

Alert and Alarm Levels

~~160-161.~~ The activity must not cause any settlement or movement greater than the Alarm Level thresholds specified in Schedule A below. Alert and Alarm Levels are triggered when the following Alert and Alarm Trigger thresholds are exceeded:

Schedule A: Alarm and Alert Levels			
Movement		Trigger Thresholds (+/-)	
		Alarm	Alert
a)	Differential vertical settlement between any two Ground Surface Deformation Stations (the Differential Ground Surface	1:250	1:500

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

	Settlement Alarm or Alert Level)		
b)	Total vertical settlement from the pre-excavation baseline level at any Ground Surface Deformation Station (the Total Ground Surface Settlement Alarm or Alert Level): - Along Custom Street West and Service Lane between the excavation and AON/ HSBC podiums and towers - Along Lower Hobson Street and private accessway between the Site and M Social	182mm 128mm	159mm 915mm
c)	Differential vertical settlement between any two adjacent Building Deformation Stations (the Differential Building Settlement Alarm or Alert Level)	1:750	1:1,000
d)	Total vertical settlement from the pre-excavation baseline level at any Building Deformation Station (the Total Building Settlement Alarm or Alert Level): - M Social, HSBC Tower and, AON Tower & Hobson Street Flyover - Hobson Street Flyover 204 Quay Street, Tepid Baths, 85 Customs Street West (The Sebel)	12mm 14mm 10mm	8mm 11mm 7mm
e)	Total lateral deflection from the pre-excavation baseline level at any retaining wall deflection station (the Retaining Wall Deflection Alarm or Alert Level): - Top of Wall Along Northern & Southern Boundary (Design Section 1) - Top of Wall Along Western Boundary (Design Section 2) - Top of Wall Along Western Southern & South-Eastern Boundary (Design Section 3)	10mm 25mm 16mm	8mm 20mm 13mm
f)	Total lateral wall deflection from the pre-excavation baseline level and any subsequent reading at any Inclinator (the Inclinator Deformation Alarm or Alert Level): I01 to I034	20mm	18mm

Commented [SW155]: These have been updated to accurately reflect the Council's Groundwater Engineer, in their Memo dated 20 April 2026. They were swapped / located in the wrong column in the s55 Response Condition set.

Commented [B&A155R2]: The changes to these figures are incorrect and have been located in the wrong row. The correct figures have been agreed with the Council Groundwater Specialist - refer to item 4 of T+T response to Council RFI dated 20 February 2026.

Commented [SW156]: These accurately reflect the Council's Groundwater Specialists comments.

Commented [SW157]: These are accurate Alarm and Alert levels - just included the additional tracked deletions as per the Council's Groundwater Specialist Memo.

Commented [SW158]: Strikethrough text deleted

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

g)	Distance below the lowest baseline level (the Groundwater Alert Levels 1 & 2): • MW01 to MW04		(1) 0.7m (2) 1.0m
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Advice note:

The proposed locations of the Monitoring Stations listed in Schedule A are shown on the plan titled "Downtown Car Park Redevelopment - Construction Monitoring and Instrumentation Plan", prepared by T + T, Figure 1, rev. 2, dated 2 May 2026.

These levels may be amended subject to approval by the council as part of the Groundwater Settlement Monitoring and Contingency Plan (GSMCP) certification process, and, after the receipt of pre-dewatering monitoring data, building condition surveys and recommendations from a SQEP, but only to the extent that avoidance of damage to building, structures and Services can still be achieved.

Advice Note:

There are conditions below that must be complied with when the Alert and Alarm Level triggers are exceeded. These include actions that must be taken immediately including seeking the advice of a SQEP.

Alert Level Actions

~~464-162.~~ In the event of any Alert Level in Schedule A being exceeded the consent holder must:

- a. Notify the Council within 24 hours.
- b. Re-measure all Monitoring Stations within 20 metres of the affected monitoring location(s) to confirm the extent of apparent movement.
- c. Ensure the data is reviewed, and advice provided, by a SQEP on the need for mitigation measures or other actions necessary to avoid further deformation. Where mitigation measures or other actions are recommended those measures must be implemented.
- d. Submit a written report, prepared by the SQEP responsible for overseeing the monitoring, to the Council within 5 working days of Alert Level exceedance. The report must provide an analysis of all monitoring data (including wall deflection) relating to the exceedance, actions taken to date to address the issue, recommendations for additional monitoring (i.e., the need for increased frequency or repeat condition survey(s) of building or structures) and recommendations for future remedial actions necessary to prevent Alarm Levels being exceeded.

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

- e. Measure and record all Monitoring Stations within 20 metres of the location of any Alert Level exceedance every two days until such time the written report referred to above has been submitted to the Council.

Alarm Level Actions

~~462-163.~~ In the event of any Alarm Level being exceeded, the consent holder must:

- a. Immediately halt construction activity, including excavation, dewatering or any other works that may result in increased deformation, unless halting the activity is considered by a SQEP to be likely to be more harmful (in terms of effects on the environment) than continuing to carry out the activity.
- b. Notify the council within 24 hours of the Alarm Level exceedance being detected and provide details of the measurements taken.
- c. Re-measure all Monitoring Stations within 20 metres of the affected monitoring location(s) to confirm the extent of apparent movement.
- d. Undertake a condition survey (this could comprise either a detailed condition survey or an external visual inspection at the discretion of the SQEP responsible for overseeing the monitoring) by a SQEP or suitably qualified building surveyor (SQBS) of any building or structure located adjacent to any Monitoring Station where the Alarm Level has been exceeded.
- e. Take advice from the author of the Alert Level exceedance report (if there was one) on actions required to avoid, remedy or mitigate adverse effects on ground, buildings or structures that may occur as a result of the exceedance.
- f. Not resume construction activities (or any associated activities), halted in accordance with paragraph (a) above, until any mitigation measures (recommended in accordance with paragraphs (d) above) have been implemented to the satisfaction of a SQEP.
- g. Submit a written report, prepared by the SQEP responsible for overseeing the monitoring, to the Council, on the results of the condition survey(s), the mitigation measures implemented and any remedial works and/or agreements with affected parties within 5 working days of recommencement of works.

Groundwater and Settlement Monitoring and Contingency Plan (GSMCP)

~~463-164.~~ At least 20 days prior to the Commencement of Dewatering, a Groundwater and Settlement Monitoring and Contingency Plan (GSMCP) prepared by a SQEP, must be submitted to the Council for written certification. Any later proposed amendment of the GSMCP must also be submitted to the Council for written certification.

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

163A. The overall objective of the GSMCP is to set out project controls to measure groundwater drawdown and ground settlements, and to address potential geotechnical effects related to the construction works and must include, at a minimum, the following information:

- a. A monitoring location plan, showing the location and type of all Monitoring Stations, including ground and building deformation pins, retaining wall deflection markers and inclinometers and groundwater monitoring boreholes. The monitoring plan must be based on the plan titled "Downtown Car Park Redevelopment - Construction Monitoring and Instrumentation Plan", prepared by T + T, Figure 1, rev. **2, dated 2 May 2026**. In any case where the location of a Monitoring Station differs substantively from that shown on the plan titled "Downtown Car Park Redevelopment - Construction Monitoring and Instrumentation Plan", prepared by T + T, Figure 1, rev. **2, dated 2 May 2026**, a written explanation for the difference must be provided at the same time that the GSMCP is provided.
- b. Final completed schedules B to D (as per the conditions below) for monitoring of ground surface, building deformation and retaining wall deflection (including any proposed changes to the monitoring frequency) as required by conditions below.
- c. All monitoring data, the identification of Services susceptible to Damage and all building/Service condition surveys undertaken to date and required by conditions below.
- d. A bar chart or a schedule, showing the timing and frequency of condition surveys, visual inspections and all other monitoring required by this consent, and a sample report template for the required two monthly monitoring.
- e. All Alert and Alarm Level Triggers (including reasons if changes to such are proposed, for example as a result of recommendations in the building condition surveys or data obtained from pre-dewatering monitoring).
- f. Details of the contingency actions to be implemented if Alert or Alarm Levels are exceeded.

464-165. All construction, dewatering, monitoring and contingency actions must be carried out in accordance with the approved-certified GSMCP. No Bulk Excavation (that may affect groundwater levels) or other dewatering activities must commence until the GSMCP is certified in writing by the council.

Pre-Dewatering Building and Structure Survey

465-166. Prior to the Commencement of Dewatering a detailed condition survey of buildings

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

and structures as specified in Schedule B below must be undertaken by a SQEP or SQBS and a written report must be prepared and reviewed by the SQEP responsible for overseeing the monitoring. The report must be submitted for certification by the Council. The consent holder must allow a minimum of ten (10) working days for a response from the owner of any property that a condition survey is required for as set out in the GSMCP.

This condition does not apply where written evidence is provided to the Council that the owner of a property has confirmed they do not require a detailed condition survey.

The detailed condition survey must include:

- a. Confirmation of the installation of building deformation stations as required in Schedule B in the locations shown on the drawing titled "Downtown Car Park Downtown Car Park Redevelopment - Construction Monitoring and Instrumentation Plan", prepared by T + T, Figure 1, rev. 42, dated ~~31 May 2023~~ 2 May 2026.
- b. A description of the type of foundations.
- c. A description of existing levels of Damage considered to be of an aesthetic or superficial nature.
- d. A description of existing levels of Damage considered to affect the serviceability of the building where visually apparent, without recourse to intrusive or destructive investigation.
- e. An assessment as to whether existing Damage may or may not be associated with actual structural Damage and an assessment of the susceptibility of buildings/structures to further movement and Damage.
- f. Photographic evidence of existing observable Damage.
- g. A review of proposed Alarm and Alert Levels to confirm they are appropriately set and confirmation that any ground settlement less than the Alarm Level will not cause Damage.
- h. An assessment of whether the monitoring frequency is appropriate.
- i. An assessment of whether the locations and density of existing building deformation stations are adequate and appropriate for the effective detection of change to building and structure condition.

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Schedule B: Buildings/Structures that Require Detailed Condition Survey and Installation of Deformation Stations			
Address	Legal Description	Detailed Condition Survey	Number of building/structure deformation stations required
196 Quay Street (M Social hotel)	Lot 8 DP60151	Yes (External and Internal)	6No.
188 Quay Street (HSBC Tower)	Lot 5 DP 63972 and Lot 1 DP 7834	Yes (External and Internal)	6No.
21/29 Customs St West (AON Tower)	Lot 7 DP 77037	Yes (External and Internal)	7No.
100 Customs St West (Tepid Baths)	Lot 2 DP 184176	Yes (External and Internal)	2No.
85 Customs St West (The Sebel, previously named The Watermark Building)	Lot 2 DP 197735	Yes (External only)	3No.
204 Quay Street	Lot 1 DP 183125	Yes (External only)	None
Lower Hobson Street – Flyover	N/A	Yes	7No.

Note: For the internal building survey, the survey must cover the basement levels and the ground floor.

Advice Note:

- *This condition does not apply where written evidence is provided to the Council that the owner of a property has confirmed they do not require a detailed condition survey.*

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Pre-Dewatering Services Condition Survey

~~466~~167. Prior to the Commencement of Dewatering, a condition survey of potentially affected stormwater and wastewater Services must be undertaken in consultation with the relevant service provider. The condition surveys must comprise pressure testing or leak detection (acoustic) surveys carried out on the water main and pressure testing or CCTV inspection of the stormwater and wastewater pipes within 20 m of the Site.

Advice note:

This condition does not apply to any service where written evidence is provided to the council that the owner of that service has confirmed they do not require a condition survey.

Commented [SW159]: This is added as the detail was removed from the GSMCP in the latest version 6 without justification. The Council's Groundwater Specialist has advised that either this should be added back into the condition set or a justification provided by the Applicant, particularly given the age of cast iron / ductile iron watermain within close proximity to the site.

External Visual Inspections during Dewatering

~~467~~168. External visual inspections of the surrounding ground and neighbouring buildings and structures must be undertaken for the purpose of detecting any new external Damage or deterioration of existing external Damage. Inspections must be carried weekly from the Commencement to Completion of Dewatering. A photographic record must be kept, including time and date, of each inspection and all observations made during the inspection, and must be of a quality that is fit for purpose.

The results of the external visual inspections and an assessment of the results must be reviewed by the SQEP responsible for overseeing the monitoring and included in the bimonthly monitoring report for the relevant monitoring period.

This condition does not apply to any land, building or structure where written evidence is provided to the Council confirming that the owner of the land, building or structure does not require visual inspections to be carried out.

Completion of Dewatering - Building, Structure and Services Condition Surveys

~~468~~169. Between six and twelve months after Completion of Dewatering, a detailed condition survey of all previously surveyed buildings, structures, and Services, must be undertaken by a SQEP or SQBS and a written report must be prepared. The report must be reviewed by the SQEP responsible for overseeing the monitoring and then submitted to the Council, within one month of completion of the survey.

The condition survey report must make specific comment on those matters identified in the pre-dewatering condition survey. It must also identify any new Damage that has occurred since the pre-dewatering condition survey was undertaken and provide an assessment of the likely cause of any such Damage.

This condition does not apply to any building, structure or Service where written evidence is

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

provided to the Council confirming that the owner of that building, structure, or Service does not require a condition survey to be undertaken.

Additional Surveys

469-170. Additional condition surveys of any building, structure, or Service within the area defined by the extent of groundwater drawdown or ground movement (as defined in the T+T geotechnical reports referenced in Condition 1), must be undertaken, if requested by the Council, for the purpose of investigating any new Damage potentially caused by ground movement resulting from dewatering or retaining wall deflection. A written report of the results of the survey must be prepared and/or reviewed by the SQEP responsible for overseeing the monitoring. The report must be submitted to the Council.

The requirement for any such additional condition survey will cease six months after the Completion of Dewatering unless ground settlement or building deformation monitoring indicates movement is still occurring at a level that may result in Damage to buildings, structures, or Services. In such circumstances the period where additional condition surveys may be required will be extended until monitoring shows that movement has stabilised and the risk of Damage to buildings, structures and Services as a result of the dewatering is no longer present.

Groundwater Monitoring

470-171. Groundwater monitoring must be undertaken at the groundwater monitoring bore location shown on the plan titled "Downtown Car Park Redevelopment - Construction Monitoring and Instrumentation Plan", prepared by T + T, Figure 1, rev. 42, dated 2 May 2026, or in the approved GSMCP. Groundwater level monitoring must be undertaken in accordance with Schedule C below:

Schedule C: Groundwater Monitoring Frequency				
Bore Name	Location	Groundwater level monitoring frequency		
		From bore construction until one month before Commencement of Excavation	One month before Commencement of Excavation to Completion of Construction Phase Dewatering	From Completion of Construction Phase Dewatering until 63 months later
MW01 to MW04		Monthly (with a minimum of	Weekly	Monthly

Commented [SW160]: 6 months is stated as per Section 3.2 of the draft GSMCP (as per Council Groundwater Specialist review of the updated GSMCP provided in the s55 Response).

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Groundwater level accuracy of +/-10 mm		three monthly readings)		
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Advice note:

The monitoring frequency may be changed, if approved by the Council.

Ground Surface and Building Deformation Monitoring

474.172. Ground Surface and Building Deformation Monitoring Stations must be established and maintained at the approximate locations shown on the plan titled "Downtown Car Park Redevelopment - Construction Monitoring and Instrumentation Plan", prepared by T + T, Figure 1, rev. 2, dated 2 May 2026. The Monitoring Stations must be monitored at the frequency set out in Schedule D. The purpose of the Monitoring Stations is to record any vertical or horizontal movement. Benchmark positions must be established no less than 20 metres away from the excavated area.

Schedule D: Ground Surface and Building / Structure Monitoring			
Monitoring Station and type*	Frequency		
	Pre-Excavation	Commencement to Completion of Construction Phase Dewatering	Post- Completion of Construction Phase Dewatering
Ground: 22 Points	Twice to a horizontal and vertical accuracy of +/- 2mm (achieved by precise levelling)	Weekly	Monthly for 6 months
Buildings/ Structures : 31 Points	Twice to a horizontal and vertical accuracy of +/- 2mm (achieved by precise levelling)	Weekly	Monthly for 6 months

Advice note:

The monitoring frequency may be changed, if approved by the council.

Retaining Wall Monitoring

472.173. Twenty three retaining wall deflection stations, for the measurement of lateral wall

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movement, must be installed along the top of the retaining walls, and ~~three~~ four inclinometers (I01 to I034) for the measurement of lateral displacement, must be installed either within a retaining pile or immediately behind one and extending to the base of the retaining pile, as shown on the plan titled "Downtown Car Park Redevelopment - Construction Monitoring and Instrumentation Plan", prepared by T + T, Figure 1, rev. 2, dated 2 May 2026. Monitoring of the retaining wall deflection stations and inclinometers must be undertaken and recorded in accordance with Schedule E below and must be carried out using precise levelling.

Commented [SW161]: Check / run past Geotech

Schedule E: Retaining Wall Monitoring				
Frequency				
Pre-Commencement of Construction Phase Dewatering	Commencement of Construction Phase Dewatering to one month after Completion of Excavation		One month after Completion of Excavation to Completion of Construction Phase Dewatering	
Retaining Wall Deflection Stations	Retaining Wall Deflection Stations	Inclinometers	Retaining Wall Deflection Stations	Inclinometers
Twice to either a horizontal and/or vertical accuracy of +/-2mm	Once for every 2 m depth (on average) of excavation, and, in any case, at a minimum of once weekly.	Once for every 2 m depth (on average) of excavation, and, in any case, at a minimum of once fortnightly <u>weekly</u> .	Fortnightly	Monthly <u>Fortnightly</u>

Commented [SW163]: As per Section 3.2 of the draft GSMCP (as identified by the Council's Groundwater Specialist in their review of the updated GSMCP and s55 condition set.)

Commented [SW162]: As per Section 4.2 of the draft GSMCP

Advice note:

The monitoring frequency may be changed, if approved by the council, through the GSMCP.

Access to Third Party Property

173,174. Where any monitoring, inspection or condition survey in this consent requires access to property/ies owned by a third party, and access is declined or subject to what the consent holder considers to be unreasonable terms, the consent holder must provide a report to the Council prepared by a SQEP identifying an alternative monitoring programme. The report must describe how the monitoring will provide sufficient early detection of deformation to enable measures to be implemented to prevent Damage to buildings, structures or Services. Written certification from the Council must be obtained before an alternative monitoring option is implemented.

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Contingency Actions

~~174~~175. If the consent holder becomes aware of any Damage to buildings, structures or Services potentially caused wholly, or in part, by the exercise of this consent, the consent holder must:

- a. Notify the Council and the asset owner immediately as far as is practicable but within 2 working days of the consent holder becoming aware of the Damage.
- b. Provide a report prepared by a SQEP (engaged by the consent holder at their cost) that describes the Damage; identifies the cause of the Damage; identifies methods to remedy and/or mitigate the Damage that has been caused; identifies the potential for further Damage to occur and describes actions that will be taken to avoid further Damage.
- c. Provide a copy of the report prepared under (b) above, to the Council and the asset owner within 10 working days of notification under (a) above.

Advice note:

It is anticipated the consent holder will seek the permission of the damaged asset to access the property and asset to enable the inspection/investigation. It is understood that if access is denied the report will be of limited extent.

Building, Structure, and Services Surveys and Inspections

~~175~~176. A copy of all pre-dewatering building, structure condition surveys, and Service condition surveys and photographic records of external visual inspections required by this consent must be submitted to the council with the GSMCP. All other condition surveys and photographic records required by this consent must be provided to the council upon request.

Reporting of Monitoring Data

~~176~~177. At two monthly intervals, a report containing all monitoring data required by conditions of this consent must be submitted to the Council. This report must include a construction progress timeline, the monitoring data (including the results of condition surveys) recorded in that period, and a comparison of that data with previously recorded data and with the Alert and Alarm Levels for each Monitoring Station.

Notice of Completion

~~177~~178. The Council must be advised in writing within 10 working days of when excavation and dewatering has been completed.

Advice note:

The Consent Holder is advised that the discharge of pumped groundwater to a stormwater system or waterbody will need to comply with any other regulations, bylaws or discharge rules that may apply.

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General advice notes

1. Any reference to number of days within this decision refers to working days as defined in s2 of the RMA.
2. For the purpose of compliance with the conditions of consent, "the council" refers to the council's monitoring officer unless otherwise specified. Please email monitoring@aucklandcouncil.govt.nz to identify your allocated officer.
3. For more information on the resource consent process with Auckland Council see the council's website: www.aucklandcouncil.govt.nz. General information on resource consents, including making an application to vary or cancel consent conditions can be found on the Ministry for the Environment's website: www.mfe.govt.nz.
4. If you disagree with any of the above conditions, and/or disagree with the additional charges relating to the processing of the application(s), you have a right of objection pursuant to sections 357A and/or 357B of the Resource Management Act 1991. Any objection must be made in writing to the council within 15 working days of your receipt of this decision (for s357A) or receipt of the council invoice (for s357B).
5. The consent holder is responsible for obtaining all other necessary consents, permits, and licences, including those under the Building Act 2004, and the Heritage New Zealand Pouhere Taonga Act 2014. This consent does not remove the need to comply with all other applicable Acts (including the Property Law Act 2007 and the Health and Safety at Work Act 2015), regulations, relevant Bylaws, and rules of law. This consent does not constitute building consent approval. Please check whether a building consent is required under the Building Act 2004.
6. The consent holder is responsible for ensuring that all development and associated works (including mobile plant and scaffolding) complies with the minimum safe distances from overhead electric lines in compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) (NZECP34). Resource consent does not confirm compliance with NZECP34. The consent holder should ensure that minimum safe distances are achieved before commencing construction where there are overhead electrical lines nearby.

You can search your site address at <https://www.ena.org.nz/lines-company-map/> to identify your local lines company.

Vector network: <https://www.vector.co.nz/personal/help-safety/near-our-network/building-near-overhead-lines>

Counties Energy network: <https://www.countiesenergy.co.nz/forms/close-approach-permit>

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7. *A Work Over Approval with Watercare may be required.*
8. *Any reference to Auckland Transport throughout these conditions may instead be a reference to Auckland Council if Auckland Council has the relevant road controlling authority functions relevant to the condition.*
9. *The minimum requirement of providing 1.2m gravity fall within the proposed wastewater connections is required to comply with in accordance with the Water and Wastewater CoP – WW17.*
10. *Any works done on land affected by an Auckland Transport Designation need written consent from AT before the works can begin.*
11. *All new water supply connections for the proposed units to the Watercare supply main shall be designed in accordance with Watercare Services Ltd's Standards and be completed by a Watercare Services Ltd approved contractor. For details, please contact Watercare Services Ltd.*
12. *Individual underground telecommunications and power cables shall be installed to service the proposed units and must be installed and suitably marked within the road reserve and lot service connection location to the specification and satisfaction of the relevant authority and Auckland Council. If required, relevant gas reticulation and fibre optic services may also be provided.*

Certification from the relevant utility provider is required to verify satisfactory completion of works.
13. *A vehicle crossing application(s) should be approved by Auckland Transport prior to construction of new vehicle access(es) to the site or altering/widening of the existing vehicle crossing(s).*
14. *It is recommended that a visual inspection of the founding soils be undertaken by a geo-professional during the excavation works to determine the suitability of the subgrade and potential effects on the proposed foundations.*
15. *Additional geotechnical investigations may be required for final design for Building Consent.*
16. *Geotechnical review of the detailed design drawings may be required to confirm their recommendations have been adopted for Building Consent.*
17. *It is anticipated the consent holder will seek the permission from the potentially damaged building, services or landowner to access the property and asset to enable the inspection/investigation. It is understood that if access is denied the report will be of limited extent.*

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ATTACHMENT 1: TABLE OF REPORTS

Report title and reference	Author	Rev	Dated
Downtown Carpark Site Development Fast-track Approvals Act Substantive Application 17782	Barker & Associates		7 November 18 December 2025
Architecture & Landscape Report	Warren and Mahoney	B	03/10/25
9234 Downtown Carpark Redevelop Section 67 Request for Information	Warren and Mahoney	-	2 April 2026
Downtown Carpark Site Development Te Pūmanawa O Tāmaki	Haumi (NZ)	-	-
Downtown Carpark Site Development Urban Design Assessment	McIndoe Urban	-	06 November
MUL Urban Design Memo #15: Urban Design Response to Auckland Council Urban Design Feedback	McIndoe Urban	-	30 March 2026
Downtown Carpark Site Development Landscape Assessment 5024 / C2	Isthmus	-	November 2025
Downtown Carpark Site Development Construction Noise and Vibration Management Plan Rp 007-20230126	Marshall Day Acoustics	-	6/11/2025
Downtown West Acoustic Assessment Addendum	Marshall Day Acoustics	-	1 April 2026
Operational Integrated Transport Assessment R5D251107	Flow Transportation Specialists	-	07 November 2025
Downtown Carpark Site Development Draft Construction Management Plan	RCP and Pier Property Corporation	4	9/10/2025
Draft Erosion Sediment Control Plan 1016043.2000 v1	Tonkin + Taylor	1	November 2025
Downtown West Redevelopment Erosion and Sediment Control Management Plan Addendum 1016043.2000	Tonkin + Taylor	-	2 April 2026

Commented [SW164]: This was strikethrough - the updated document (provided under s55 response) is included below.

Commented [B&A164R2]: This was added back in with the date corrected to reflect the most up to date version.

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Preliminary Detailed Site Investigation Report 1016043.1000 v2	Tonkin + Taylor	2	6 November 2025
Downtown Weste Development Geotechnical Addendum Report 1016043.2000	Tonkin + Taylor	-	7 April 2026
Draft Contamination Site Management Plan 1016043.2000 v2	Tonkin + Taylor	2	November 2025
Arboricultural Assessment	Peers Brown Miller	-	4/11/25
Infrastructure Concept Design Report 1016043.1000 v1	Tonkin + Taylor	1	November 2025
Draft Operational Waste Management Plan 3-C2490.01	WSP	031	10 October 2025 12 May 2026
Consultation Summary Report	Barker & Associates	-	7 November 18 December 2025
Flood Hazard and Risk Assessment 1016043.2000 v7	Tonkin + Taylor	7	07/11/2025
Downtown Carpark Redevelopment = Section 67 request coastal and flood hazard response 1016043.2000	Tonkin + Taylor	-	7 April 2026
Air Quality Assessment 1016043.2000 v3.0	Tonkin + Taylor	3	November 2025
Dust Management Plan 1016043.1000 v2.0	Tonkin + Taylor	2	November 2025
Response to s53 Comments Regarding Air Quality	Tonkin + Taylor	-	21 May 2026
Draft Construction Traffic Management Plan R6C251106	Flow Transportation Specialists		06 November 2025 21 May 2026
SECTION 53 RESPONSES AND SUMMARY OF TRANSPORT MATTERS	Flow Transportation Specialists		21 May 2026
Draft Construction Noise and Vibration Management Plan Rp 007 20230126	Marshall Day Acoustics.	-	6 November 2025 20 May 2026
Downtown Carpark Site Development – Response to fast track comments on	Marshall Day Acoustics	-	20 May 2026

Commented [SW165]: Note: Box Body with Tail Lift vehicles will not be able to access the site owing to the 3.6m vertical height restriction beneath HSBC building and 2.9m vertical height limit to Custom Street West.

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acoustics			
Environmental Winds Report 145828.16	Holmes	ISSUE	29 October 2025
Downtown Carpark Site Development FTAA Wind Engineering Response to Comments, 145828.16	Holmes		20 May 2026
Draft Servicing and Loading Management Plan	Flow Transportation Specialists		06 November 2025 21 May 2026
Draft Hotel Pick-Up and Drop-Off Management Plan	Flow Transportation Specialists		06 November 2025 21 May 2026
Draft Managed Access Service Arrangement Plan (M Social)	Flow Transportation Specialists		03 November 2025
Draft Hazardous Substances Management Plan – Downtown West 1016043.2000 v1	Tonkin + Taylor	1	November 2025
Groundwater Assessment Report 1016043.2000-RPT-GT-001	Tonkin + Taylor	3.1	Nov 2025
Draft Groundwater and Settlement Monitoring and Contingency Plan 1016043.2000 v5.1-v6.0	Tonkin + Taylor	5.1 -6.0	November 2025 -May 2026
Downtown Carpark Development, Auckland: Fast Track Archaeological Assessment	Clough & Associates		October 2025
Draft Archaeological Management Plan: Downtown Carpark Development, Auckland Fast Track	Clough & Associates		October 2025
Downtown West Development Fast Track Application Economic Impact Overview 52492.10	Property Economics		October November 2025
Re: Downtown Carpark Site Development Fast-track Economic Impact Assessment	Property Economics	-	7 April 2026
St Patrick's Square Public Space Audit Summary Report	Barker & Associates	-	4 September 2025
Acoustic Assessment of Effects Rp 006 20230126	Marshall Day Acoustics.	-	6 November 2025
CPTED Assessment 14987	Barker & Associates		28/10/2025

Commented [SW166]: S55 Response

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Downtown Carpark Site Development Project - CPTED Review of Auckland Council Comments	Barker & Associates		21 May 2026
Demolition and Construction Transport Assessment R4C251106	Flow Transportation Specialists		06 November 2025
Downtown Carpark Site Development FTAA Addendum Transport Report	Flow Transportation Specialists	-	7 April 2026
Report regarding the needs for a Porte cochere, including a pick-up and drop-off facility for a proposed hotel in Auckland, NZ.	THSA - Hotel Advisors		4 November 2025
Asbestos Management Plan 60607392	AECOM New Zealand	2	07 February 2020
Hazardous Substances Assessment – Diesel storage for back-up generation - Downtown West 1016043.2000 v1	Tonkin + Taylor	1	November 2025
Downtown West Development Hazardous substances addendum report 1016043.2000	Tonkin + Taylor	-	2 April 2026
Coastal hazard and risk assessment 1016043 v3	Tonkin + Taylor	3	07/11/2025
Flood Barrier Management Plan 1016043.2000	Tonkin + Taylor	2	21 May 2026

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

ATTACHMENT 2: DRAWINGS

Plan title and reference	Author	Rev	Dated
<i>Drawings – Architecture</i>			
Render 01 FTA-00-201	Warren and Mahoney	B	03/10/25
Render 02 FTA-00-202	Warren and Mahoney	B	03/10/25
Render 03 FTA-00-203	Warren and Mahoney	B	03/10/25
Render 04 FTA-00-204	Warren and Mahoney	B	03/10/25
Render 05 FTA-00-205	Warren and Mahoney	B	03/10/25
Render 06 FTA-00-206	Warren and Mahoney	B	03/10/25
Render 07 FTA-00-207	Warren and Mahoney	B	03/10/25
Render 08 FTA-00-208	Warren and Mahoney	B	03/10/25
Render 09 FTA-00-209	Warren and Mahoney	B	03/10/25
Render 10 FTA-00-210	Warren and Mahoney	B	03/10/25
Render 11 FTA-00-211	Warren and Mahoney	B	03/10/25
Render 12 FTA-00-212	Warren and Mahoney	B	03/10/25
Render 13 FTA-00-213	Warren and Mahoney	B	03/10/25
Project Location Plan FTA-01-001	Warren and Mahoney	C	03/10/25
Existing Site Plan FTA-02-001	Warren and Mahoney	C	03/10/25
Proposed Site Plan FTA-05-001	Warren and Mahoney	C	03/10/25

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Plan title and reference	Author	Rev	Dated
Tower Floor Plate Dimensions above 28m FTA-05-003	Warren and Mahoney	C	03/10/25
Mean Street Level Plan FTA-05-005	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Sub Basement FTA-10-095	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Basement 04 FTA-10-096	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Basement 03 FTA-10-097	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Basement 02 FTA-10-098	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Basement 01 FTA-10-099	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Level 00 FTA-10-100	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Level 01 FTA-10-101	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Level 02 FTA-10-102	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Level 03 FTA-10-103	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Level 04 FTA-10-104	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Level 05 FTA-10-105	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Level 06 FTA-10-106	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – Level 07 FTA-10-107	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 08 & 08M FTA-10-201	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 09 & 10 FTA-10-202	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 11 & 12 FTA-10-203	Warren and Mahoney	C	03/10/25

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Plan title and reference	Author	Rev	Dated
General Arrangement – Floor Plan – T1 Level 13 & 14 FTA-10-204	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 15 & 16 FTA-10-205	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 17 & 18 FTA-10-206	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 19 & 20 FTA-10-207	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 21 & 22 FTA-10-208	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 23 & 24 FTA-10-209	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 25 & 26 FTA-10-210	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 27 & 28 FTA-10-211	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 29 & 30 FTA-10-212	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 31 & 32 FTA-10-213	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 33 & 34 FTA-10-214	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 35 & 36 FTA-10-215	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 37 & 38 FTA-10-216	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 39 & 40 FTA-10-217	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 41 & 42 FTA-10-218	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 43 & 44 FTA-10-219	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 45 & 46 FTA-10-220	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 47 & 48 FTA-10-221	Warren and Mahoney	C	03/10/25

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Plan title and reference	Author	Rev	Dated
General Arrangement – Floor Plan – T1 Level 49 & 50 FTA-10-222	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 51 & 52 FTA-10-223	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T1 Level 53 & Parapet FTA-10-224	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 07M & 08 FTA-10-301	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 09 & 10 FTA-10-302	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 11 & 12 FTA-10-303	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 13 & 14 FTA-10-304	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 15 & 16 FTA-10-305	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 17 & 18 FTA-10-306	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 19 & 20 FTA-10-307	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 21 & 22 FTA-10-308	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 23 & 24 FTA-10-309	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 25 & 26 FTA-10-310	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 27 & 28 FTA-10-311	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 29 & 30 FTA-10-312	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 31 & 32 FTA-10-313	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 33 & 34 FTA-10-314	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 35 & 36 FTA-10-315	Warren and Mahoney	C	03/10/25

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Plan title and reference	Author	Rev	Dated
General Arrangement – Floor Plan – T2 Level 37 & 38 FTA-10-316	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 39 & 40 FTA-10-317	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 41 & 42 FTA-10-318	Warren and Mahoney	C	03/10/25
General Arrangement – Floor Plan – T2 Level 43 & 44 FTA-10-319	Warren and Mahoney	C	03/10/25
General Arrangement – Elevation & Section Key Plan FTA-20-000	Warren and Mahoney	C	03/10/25
Site Elevations FTA-21-001	Warren and Mahoney	C	03/10/25
Site Elevations FTA-21-002	Warren and Mahoney	C	03/10/25
Site Elevations FTA-21-003	Warren and Mahoney	C	03/10/25
Tower 01 – Building Elevations FTA-22-001	Warren and Mahoney	C	03/10/25
Tower 01 – Building Elevations FTA-22-002	Warren and Mahoney	C	03/10/25
Tower 02 – Building Elevations FTA-22-003	Warren and Mahoney	C	03/10/25
Tower 02 – Building Elevations FTA-22-004	Warren and Mahoney	C	03/10/25
Podium 03 – Building Elevations FTA-22-005	Warren and Mahoney	C	03/10/25
Street Elevations FTA-23-001	Warren and Mahoney	C	03/10/25
Street Elevations FTA-23-002	Warren and Mahoney	C	03/10/25
Street Elevations FTA-23-004	Warren and Mahoney	C	03/10/25
Site Sections FTA-31-001	Warren and Mahoney	C	03/10/25
Site Sections FTA-31-002	Warren and Mahoney	C	03/10/25

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Plan title and reference	Author	Rev	Dated
Street Sections FTA-32-001	Warren and Mahoney	C	03/10/25
Street Sections FTA-32-002	Warren and Mahoney	C	03/10/25
Tower 2 – Apartment Schedule FTA-82-001	Warren and Mahoney	C	03/10/25
<i>Drawings – Landscape</i>			
Landscape Concept Ground Level Plan Existing Context L01.003	Warren and Mahoney	I	03/10/25
Landscape Concept Combined Levels Plan Existing Context L01.004	Warren and Mahoney	I	03/10/25
Levels Strategy L01.005	Warren and Mahoney	I	03/10/25
Landscape Concept Te Urunga Hau L01.101	Warren and Mahoney	G	03/10/25
Landscape Concept Aon Podium L01.102	Warren and Mahoney	G	03/10/25
Landscape Sections Te Urunga Hau L20.101	Warren and Mahoney	F	03/10/25
Landscape Sections Te Urunga Hau L20.102	Warren and Mahoney	F	03/10/25
Landscape Sections Te Urunga Hau L20.103	Warren and Mahoney	F	03/10/25
Landscape Sections Te Urunga Hau L20.104	Warren and Mahoney	F	03/10/25
Landscape Concept Roof Terrace L01.103	Warren and Mahoney	G	03/10/25
<i>Drawings – Demolition</i>			
Demolition Axonometric – Carpark FTA-04-001	Warren and Mahoney	C	03/10/25
Demolition Plan – Carpark Upper Basement Level (North) FTA-04-101	Warren and Mahoney	C	03/10/25
Demolition Plan – Carpark Upper Basement Level (South) FTA-04-102	Warren and Mahoney	C	03/10/25
Demolition Plan – Carpark Upper Ground Level (North) FTA-04-103	Warren and Mahoney	C	03/10/25

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Plan title and reference	Author	Rev	Dated
Demolition Plan – Carpark Upper Ground Level (South) FTA-04-104	Warren and Mahoney	C	03/10/25
Demolition Plan – Carpark Upper First Level (North) FTA-04-105	Warren and Mahoney	C	03/10/25
Demolition Plan – Carpark Upper First Level (South) FTA-04-106	Warren and Mahoney	C	03/10/25
Demolition Plan – Carpark Upper Third Level (North) FTA-04-107	Warren and Mahoney	C	03/10/25
Demolition Plan – Carpark Upper Level 3 (South) FTA-04-108	Warren and Mahoney	C	03/10/25
Demolition Plan – Carpark Level 8 (Roof) FTA-04-109	Warren and Mahoney	C	03/10/25
Demolition Plan – Aon Upper Basement and HSBC L3 FTA-04-110	Warren and Mahoney	C	03/10/25
Demolition Plan – Aon Plaza and HSBC L3 FTA-04-111	Warren and Mahoney	C	03/10/25
Demolition Plan – Aon L2 and HSBC L7 L3 FTA-04-112	Warren and Mahoney	C	03/10/25
Demolition Elevations – Carpark West and South FTA-04-201	Warren and Mahoney	C	03/10/25
Demolition Elevations – Carpark East and North FTA-04-202	Warren and Mahoney	C	03/10/25
Demolition Elevations – Aon and HSBC East and South FTA-04-203	Warren and Mahoney	C	03/10/25
Demolition Elevations – Pedestrian Foot Bridge FTA-04-204	Warren and Mahoney	C	03/10/25
Demolition Elevations – Overpass Ramp FTA-04-205	Warren and Mahoney	C	03/10/25
Demolition Cross Sections – Carpark FTA-04-301	Warren and Mahoney	C	03/10/25
Demolition Longitudinal Sections – Carpark FTA-04-302	Warren and Mahoney	C	03/10/25
Demolition Sections – Aon and HSBC Laneways FTA-04-303	Warren and Mahoney	C	03/10/25
Drawings – Shading Analysis			

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Plan title and reference	Author	Rev	Dated
City Scape Shading Analysis Spring Equinox Sep 23 - 0700-1200 FTA-81-001	Warren and Mahoney	D	17/10/25
City Scape Shading Analysis Spring Equinox Sep 23 - 1300-1800 FTA-81-002	Warren and Mahoney	D	17/10/25
City Scape Shading Analysis Summer Solstice Dec 21 - 0700-1200 FTA-81-003	Warren and Mahoney	D	17/10/25
City Scape Shading Analysis Summer Solstice Dec 21 - 1300-1800 FTA-81-004	Warren and Mahoney	D	17/10/25
City Scape Shading Analysis Summer Solstice Dec 21 - 1900-2000 FTA-81-005	Warren and Mahoney	D	17/10/25
City Scape Shading Analysis Winter Solstice Jun 21 - 0800-1300 FTA-81-006	Warren and Mahoney	D	17/10/25
City Scape Shading Analysis Winter Solstice Jun 21 - 1400-1700 FTA-81-007	Warren and Mahoney	D	17/10/25
St Patrick's Sq Shading Analysis Spring Equinox Sep 23 - 1000-1115 FTA-81-010	Warren and Mahoney	D	17/10/25
St Patrick's Sq Shading Analysis Spring Equinox Sep 23 - 1130-1245 FTA-81-011	Warren and Mahoney	D	17/10/25
St Patrick's Sq Shading Analysis Spring Equinox Sep 23 - 1300-1400 FTA-81-012	Warren and Mahoney	D	17/10/25
St Patrick's Sq Shading Analysis Summer Solstice Dec 21 - 1000-1115 FTA-81-013	Warren and Mahoney	D	17/10/25
St Patrick's Sq Shading Analysis Summer Solstice Dec 21 - 1130-1245 FTA-81-014	Warren and Mahoney	D	17/10/25
St Patrick's Sq Shading Analysis Summer Solstice Dec 21 - 1300-1400 FTA-81-015	Warren and Mahoney	D	17/10/25
St Patrick's Sq Shading Analysis Winter Solstice Jun 21 - 1000-1115 FTA-81-016	Warren and Mahoney	D	17/10/25

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Plan title and reference	Author	Rev	Dated
St Patrick's Sq Shading Analysis Winter Solstice Jun 21 - 1130-1245 FTA-81-017	Warren and Mahoney	D	17/10/25
St Patrick's Sq Shading Analysis Winter Solstice Jun 21 - 1300-1400 FTA-81-018	Warren and Mahoney	D	17/10/25
St Patrick's Sq Shading Analysis Jul 29 - 1000-1115 FTA-81-019	Warren and Mahoney	A	17/10/25
St Patrick's Sq Shading Analysis Jul 29 1130-1245 FTA-81-020	Warren and Mahoney	A	17/10/25
St Patrick's Sq Shading Analysis Jul 29 - 1300-1400 FTA-81-021	Warren and Mahoney	A	17/10/25
Urban Room Shading Analysis Spring Equinox Sep 23 - 1000-1500 FTA-81-022	Warren and Mahoney	D	17/10/25
Urban Room Shading Analysis Summer Solstice Dec 21 - 1000-1500 FTA-81-023	Warren and Mahoney	D	17/10/25
Urban Room Shading Analysis Winter Solstice Jun 21 - 1000-1500 FTA-81-024	Warren and Mahoney	D	17/10/25
Urban Room 3D Shading Analysis Spring Equinox Sep 23 - 0800-1600 FTA-81-025	Warren and Mahoney	D	17/10/25
Urban Room 3D Shading Analysis Spring Equinox Sep 23 - 1700-1700 FTA-81-026	Warren and Mahoney	D	17/10/25
Urban Room 3D Shading Analysis Summer Solstice Dec 21 - 0630-1330 FTA-81-027	Warren and Mahoney	D	17/10/25
Urban Room 3D Shading Analysis Summer Solstice Dec 21 - 1400-1600 FTA-81-028	Warren and Mahoney	D	17/10/25
Urban Room 3D Shading Analysis Winter Solstice Jun 21 - 0900-1630 FTA-81-029	Warren and Mahoney	D	17/10/25
Urban Room 3D Shading Analysis Winter Solstice Jun 21 - 1700-1700 FTA-81-030	Warren and Mahoney	D	17/10/25
<i>Drawings – Infrastructure Design</i>			
General			

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

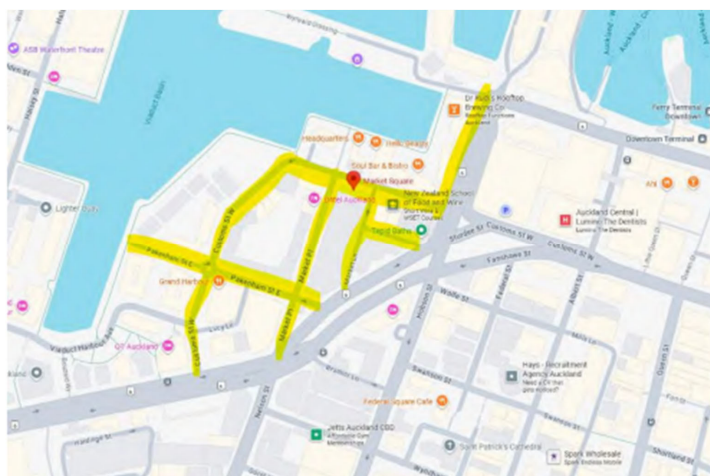
Plan title and reference	Author	Rev	Dated
Drawing List and Locality Plan 1016043.2000-0001	Tonkin + Taylor	2	06/11/25
General Notes and Legends 1016043.2000-0010	Tonkin + Taylor	2	06/11/25
Overall Services Plan 1016043.2000-0020	Tonkin + Taylor	2	06/11/25
Overall Roading Plan 1016043.2000-0021	Tonkin + Taylor	2	06/11/25
Earthworks			
Cut And Fill Plan 1016043.2000-1100	Tonkin + Taylor	1	06/11/25
Water			
Connections 1 and 2 1016043.2000-2100	Tonkin + Taylor	2	06/11/25
Standard Details 1016043.2000-2400	Tonkin + Taylor	2	06/11/25
Wastewater			
On-Site Storage / Off-Peak Pumping 1016043.2000-3050	Tonkin + Taylor	1	06/11/25
Pump Station And Rising Main To Nelson St 1016043.2000-3051	Tonkin + Taylor	1	06/11/25
Pump Station And Rising Main To Wellesly St West 1016043.2000-3052	Tonkin + Taylor	1	06/11/25
Private Rising Main Through Precinct Land 1016043.2000-3053	Tonkin + Taylor	1	06/11/25
Standard Details 1016043.2000-3400	Tonkin + Taylor	2	06/11/25
Stormwater			
Network 1 - Sheet 1 1016043.2000-4100 2	Tonkin + Taylor	2	06/11/25
Network 1 - Sheet 2 1016043.2000-4101 2	Tonkin + Taylor	2	06/11/25

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

Plan title and reference	Author	Rev	Dated
Standard Details 1016043.2000-4400	Tonkin + Taylor	2	06/11/25
Roading			
Proposed Roading Plan - Sheet 1 1016043.2000-6100	Tonkin + Taylor	2	06/11/25
Proposed Roading Plan - Sheet 2 1016043.2000-6101	Tonkin + Taylor	2	06/11/25
Typical Sections 1016043.2000-6200	Tonkin + Taylor	2	06/11/25
Standard Details 1016043.2000-6400	Tonkin + Taylor	2	06/11/25

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

ATTACHMENT 3: VIADUCT STREETS



This is added with reference to the comments made within the Council's s53 Response, the cover letter provided with these condition comments and having regard to **Comments NS3** of the Auckland Transport condition comments.

With the relevant part of that comment copied below for ease:

we understand that the infrastructure required to reasonably service the development cannot be unbundled as part of the scope of this application. This is supported by AT and for the reasons outlined within our memo dated 29th April 2026 failure to properly consider any resulting impacts of the required wastewater / stormwater options may have material impacts upon the transport network, noting the extent of road closure(s) may be greater than what has already been assessed. Consequently, the amendments undertaken by the applicant's team have sought to delete all construction related matters arising from such works from the CTMP / CMP conditions below. In principle, the amendments provided as part of the earlier memorandum prepared by AT was to act somewhat as a stopgap at compliance stage to ensure that further information was provided to understand whether any cumulative impacts would arise from the construction activities already assessed with any additional works required to facilitate the development. There is a very possible scenario in which the reasonableness of the details, principles, and objectives of the CTMP condition may be impacted if the extent of any construction related activities is different by comparison to what has been reviewed to date.

Commented [NS10]: B&A27, whilst acknowledging the applicant's comments it does not appear that any specific amendments have been provided within the CTMP condition to reflect a situation where the unloading / loading scenarios may change compared to what has already been assessed. Suggest that this is the more appropriate place for such an inclusion, rather than it needing to be specifically detailed within the finalised CTMP. This is particularly significant, because the entirety of the applicant's assessment is based on a particular approach to managing any relating construction impacts. Should the contractor intend to revise this approach, the degree of adverse impacts may be materially different by comparison, which is part of the reason why the amendments were originally proposed to provide that degree of certainty regarding the finalised methodology for a contractor to undertake works. Ultimately, the applicant has confirmed a willingness to provide this, it just becomes a question of what is the more appropriate plan for it to be provided.

Watercare Memo (23 April 2026) requested this wording and this is considered clearer in intent and requirements of the consent holder. Making it clear that the upgrades are required to be in place prior to occupation not just the 'connections' the network that has insufficient capacity. The development will have an effect on wastewater capacity and is a key matter for consideration within the Business - City Centre Zone for all new developments as referenced in the assessment criteria for under H8.8.2(1)(x).

In considering how best to deal with the lack of resolved feasible option, I drafted the condition below to attempt to secure the detail and its approval via condition. This is not considered appropriate as the lack of detail / resolved design results in too many effects being unknown and the potential for further consents being required.

The below does highlights the need to either focus on Option 1 as the preferred option and decide early on if it is feasible. An early decision on ruling out Option 1 (if it must be ruled out) will enable the detailed design work to commence on Option 4 as soon as possible.

Condition Drafted to inform the consideration - noted this is not proposed but is provided to give context to the considerations given to this matter:

Prior to commencement of any construction works, if the information certified under condition 77C has confirmed that Option 4 of the Infrastructure Concept Report is the only feasible local wastewater capacity upgrade option (by default) to service the development, the following information must be

provided to the Council for certification:

- a. Confirmation of the size, dimensions and capacity of the wastewater pump station;
- b. the location and below ground position of the wastewater pump station. If only able to be partially below ground, or mostly below ground, evidence must be provided to justify any above ground elements;
- c. confirm the necessary maintenance truck vehicle size, numbers, access and manoeuvring and that no traffic management plan is necessary to manage the maintenance vehicles;
- d. an urban design statement from a SQEP that the above matters a. – c. have been considered alongside securing the best possible urban design outcomes for the planned future Sturdee Street Public Space;
- e. An arboricultural assessment to be provided to assess any required tree removals, excavation works within protected rootzones and necessary replacement tree planting mitigation should removal of trees and reduced amenity result. This should also identify required tree protection necessary during construction works;
- f. If below ground: geotechnical analysis and recommendations in support of the proposal, which must consider the stability of adjacent land, buildings, structures and services. The geotechnical report and recommendations must recommend construction methodology, the location and levels to avoid, remedy or mitigate adverse effects on adjacent land, buildings, structures and services;
- g. Construction methodology (including associated pipe upgrades / replacement;
- h. an update to the certified Construction Traffic Management Plan (CTMP) to address these works;
 - i. an update to the Construction Noise and Vibration Management Plan (CNVMP) and Schedule to secure the best practicable option for carrying out the works in a manner that minimizes noise and vibration effects on identified receivers;
- j. evidence of engagement with Auckland Urban Development Office with respect of points a. – e;
- k. Provision of any necessary updates to the contamination site management plan, erosion and sediment control plans; and
- l. confirm the ability for maintenance and other staff are able to utilize parking within the Downtown Carpark Redevelopment basement parking in the event of planned or emergency maintenance of the wastewater pump station.

Page 75: [5] Commented [SW138]	Sarah Wilson	10/06/2026 5:29:00 pm
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Auckland Transport advise:

Commented [NS36R35]: At the meeting held on 9th June 2026, the applicant discussed the potential for mitigating legibility concerns of the entry for vehicles approaching from Sturdee Street. Specifically, this included the provision of signage. It was not clear as to whether this was advanced notice or simply at the crossing point. In both instances, there are issues with the implementation of such measures in terms of whether these are effective in allowing motorists sufficient time / visibility to identify the location of the entry point, particularly if they are not regular users or otherwise familiar with the Hotel PUDO arrangement. More likely than not the types of users will be casual users. In the existing traffic environment, there is a reasonable degree of visual clutter and is located in a complex lane arrangement which limits the potential effectiveness of signage in this particular location. The only way of addressing this aspect is via revising the location of the access.

Page 75: [6] Commented [SW140]	Sarah Wilson	10/06/2026 5:30:00 pm
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Auckland Transport advise:

Commented [NS38]: Not sure what “Larger vehicle” means, should be more precise as there is a suggestion it could lead to a vehicle larger than a sprinter (i.e. a coach). Where is the vehicle(s) located in the “called forward” situation, i.e. is this located in the basement or any other facility before being redirected towards the site. The applicant has since clarified at the meeting held on 9th June 2026 that the “Larger vehicle protocol” was intended to move a larger vehicle from the short-term bypass lane into one of the formal PUDO spaces. However, there is no information provided to understand how this could practically work taking into consideration the concerns raised above in relation to normal vehicles, let alone larger vehicles where the functional requirements for manoeuvre are greater in terms of the amount of space needed to suitably position a larger vehicle into the space given the confined space that is available for manoeuvring. Suggest deletion, noting that the intent was to rely upon the bypass lane to accommodate these larger vehicles.

Updated Dust Management Plan



Downtown Carpark Site Development

Dust Management Plan

Prepared for

Precinct Properties Holdings Limited

Prepared by

Tonkin & Taylor Ltd

Date

June 2026

Job Number

1016043.1000 v2.0

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Document control

Title: Downtown Carpark Site Development					
Date	Version	Description	Prepared by:	Reviewed by:	Authorised by:
November 2025	1	Draft for FTAA application	C Dalziel	J Pene	P Millar
November 2025	2	Final for FTAA application	C Dalziel	J Pene	P Millar
June 2026	3	Update in response to Auckland Council comments on proposed conditions of consent	J Pene	R Turnwald	P Millar

Distribution:

Precinct Properties Holdings Limited

1 PDF copy

Tonkin & Taylor Ltd (FILE)

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1 Introduction

1.1 Background - the project

Precinct Properties New Zealand Limited ("**Precinct**") has lodged an application [ref.: FTAA-2512-1158] under the Fast-track Approvals Act 2024 ("**FTAA**") for resource consents and other authorisations required for the Downtown Carpark Site Development at 2 Lower Hobson Street, Auckland ("**Project**"). The development site is predominantly at 2 Lower Hobson Street, but also includes associated elements at 188 and 204 Quay Street and 29 Customs Street West ("**Site**"). The Site location is shown in Figure 1.1.

As part of the application under the FTAA, Precinct has engaged Tonkin & Taylor Limited ("**T+T**") to prepare this Dust Management Plan ("**DMP**"). The DMP has been updated to take account of Precinct's updated proposed conditions of consent relating to DMP requirements¹ and subsequent comments on the conditions submitted by Auckland Council to the Expert Panel for the application².

This DMP document has been prepared in accordance with our proposal³ dated 14 February 2023 and variation order dated 8 July 2025.



Figure 1.1: Site location shown in red outline (Basemap Source: LINZ Creative Commons Attribution 3.0 New Zealand)

¹ Attachment V of Memorandum of Counsel for Precinct Properties Holdings Limited, dated 21 May 2026

² Appendix 1 of "FTAA-2512-1158 - Auckland Council response to RFI S67 Condition Review", dated 11 June 2026

³ T+T LOE, 14 February 2023. "Downtown Carpark Redevelopment – Geotechnical and Environmental Engineering/Civil and Infrastructure Services", Job number 1016043.

1.2 Objective of the Dust Management Plan

The objective of the DMP is to manage and monitor dust related effects from demolition, earthworks and construction onsite in accordance with the Ministry for the Environment (MfE) "Good Practice Guide for Assessing and Managing the Environmental Effects of Dust Emissions"⁴.

To meet this objective, the DMP has been prepared to identify measures that are to be implemented to monitor, mitigate and manage the potential adverse effects of dust and other air emissions from the demolition and construction phases of the Project on air quality in the surrounding environment.

This plan shall be implemented for the demolition and construction activities at the site and is the primary document for management of dust during these activities, with exception of asbestos management. This DMP is appended to the Construction Management Plan for the Project for ease of reference.

1.3 Statutory environmental performance requirements

The discharges to air from the demolition and construction activities will be permitted under the rules of the Auckland Unitary Plan (Operative in Part)⁷, provided the following permitted activity standards are met:

- 1 *The discharge must not cause, or be likely to cause, adverse effects on human health, property or ecosystems beyond the boundary of the premises where the activity takes place.*
- 2 *The discharge must not cause noxious, dangerous, offensive or objectionable odour, dust, particulate, smoke or ash beyond the boundary of the premises where the activity takes place.*
- 3 *There must be no dangerous, offensive or objectionable visible emissions.*
- 4 *There must be no spray drift or overspray beyond the boundary of the premises where the activity takes place.*

The demolition and construction works, and associated discharges to air, are required to comply with the above conditions at all times.

Additionally, a number of conditions are specified in proposed conditions of consent for the Project relating to the management of dust and odour from Project demolition and construction. Relevant conditions are reproduced in Appendix A.

These conditions include:

101. *Beyond the boundary of the Site, there must be no odour, dust or particulate caused by discharges from the Site, which (when assessed in accordance with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016), is the cause of a noxious, dangerous, offensive or objectionable effect.*
102. *No discharges from any activity onsite must give rise to visible emissions, other than water vapour, to an extent which, in the reasonable opinion of the Council, is the cause of a noxious, dangerous, offensive or objectionable effect.*
103. *Beyond the boundary of the Site, there must be no hazardous air pollutant, caused by discharges from the Site, which is present at a concentration that causes, or is likely to cause adverse effects to human health, the environment or property.*

A range of air quality management and monitoring measures are specified in Section 6 and Section 7 of this DMP. These are designed to minimise the potential for adverse air quality effects in the

⁴ Ministry for the Environment (2016) 'Good Practice Guide for Assessing and Managing Dust'. Available online at: <https://environment.govt.nz/publications/good-practice-guide-for-assessing-and-managing-dust/>

⁷ At Activity A1 of Table E14.4.1

surrounding environment and avoid the occurrence of offensive or objectionable dust or contaminants in the surrounding environment.

2 DMP administration and control

2.1 Overview

This DMP provides a framework for managing dust nuisance from the demolition and construction works by identifying potential dusty activities and identifying mitigation measures. It provides information and recommendations to augment this process but is not intended to relieve the person conducting business or undertaking (PCBU) of either their responsibility for the health and safety of their workers, contractors and the public or its responsibility for the protection of the environment.

2.2 Roles and responsibilities

The roles and responsibilities of companies/organisations under this DMP are set out in Table 2.1.

Table 2.1: Organisational involvement

Company/organisation	Roles and responsibilities
Precinct Properties Limited	Developer: responsible for compliance with consent conditions, including the requirements of the DMP.
RCP Limited	RCP is the client appointed Project Manager and the client representative on site. RCP is responsible for compliance with the consent conditions, including the requirements of this DMP.
Main Contractor (Contractor)	Responsible for implementation of DMP during demolition works, including monitoring compliance of all Sub-contractors with the requirements for the DMP.
Any subcontractor(s) undertaking work	Responsible for undertaking works applicable in accordance with the requirements of this DMP
Auckland Council (Regulatory)	Monitoring and compliance of consent conditions.

2.3 Distribution

A copy of the final approved DMP shall be kept onsite at all times during demolition and construction activities. It is the responsibility of Precinct and/or their nominated project management company (RCP) to distribute the plan to the Contractor appointed to carry out the work. It is the responsibility of Precinct's nominated Contractor to distribute the DMP to any other sub-contractors or parties carrying out demolition and construction works and ancillary activities.

2.4 Review and update

The DMP is required to be updated following engagement of the Contractor for the Project and confirmation of the demolition and construction methodology and submitted to Auckland Council prior commencement of the works.

This DMP is a live document. Statutory requirements, operating procedures or site conditions may vary and may require that this plan be amended or updated. Any changes to the DMP proposed by the Contractor must be approved by Precinct prior to works commencing or, if works have already commenced, by a variation before being implemented. If the changes are substantive, they may need to be approved by Council prior to implementation.

It is the responsibility of the appointed Contractor to distribute any changes to the plan to the relevant parties involved in the demolition and construction works and update the site copy.

3 Site and works description

3.1 Overview of site and development

The existing Site, illustrated in in Figure 1.1, includes the following elements:

- The seven storey Downtown Carpark Building at 2 Lower Hobson Street. The majority of demolition and construction works will occur within this property.
- The AON Centre at 29 Customs Street West and HSBC Tower at 188 Quay Street, which share the same two level podium. The works within these properties relate only to the shared podium of the two buildings to facilitate the new laneway network.
- The second floor Pedestrian Bridge over Lower Hobson Street connecting the Downtown Carpark Building to the building at 204 Quay Street, which will be demolished as part of the Project.
- The second floor (vehicle) bridge over Customs Street West connecting the Downtown Carpark Building to Fanshawe Street, which will be demolished as part of the Project.

Within the Site, the proposed development works include:

- Demolition of existing Downtown Carpark building and adjoining foot and vehicle overpass ramp structures described above.
- Excavation / bulk earthworks and establishment of a 4-level basement beneath the site footprint.
- The construction of:
 - Three podium buildings (Podium 1; Podium 2 and Podium 3).
 - Two towers - Tower 1 (approximately 227 m in height) and Tower 2 (approximately 162 m in height).
 - New public realm.

3.2 Works description

3.3 Demolition

Demolition will occur over approximately 11.5-13 months (including 3 months of enabling works) in four key areas listed below and shown in Figure 3.1:

- Stair and colonnade adjacent Hobson Street (completed prior to the demolition of the Downtown Carpark);
- Pedestrian Bridge over Hobson Street (completed prior to the demolition of the Downtown Carpark);
- Downtown West Carpark building (completed after demolition of the above two components); and
- Vehicle overpass ramp to Customs West from Fanshawe Street (completion to be coordinated with the demolition of the Downtown Carpark).

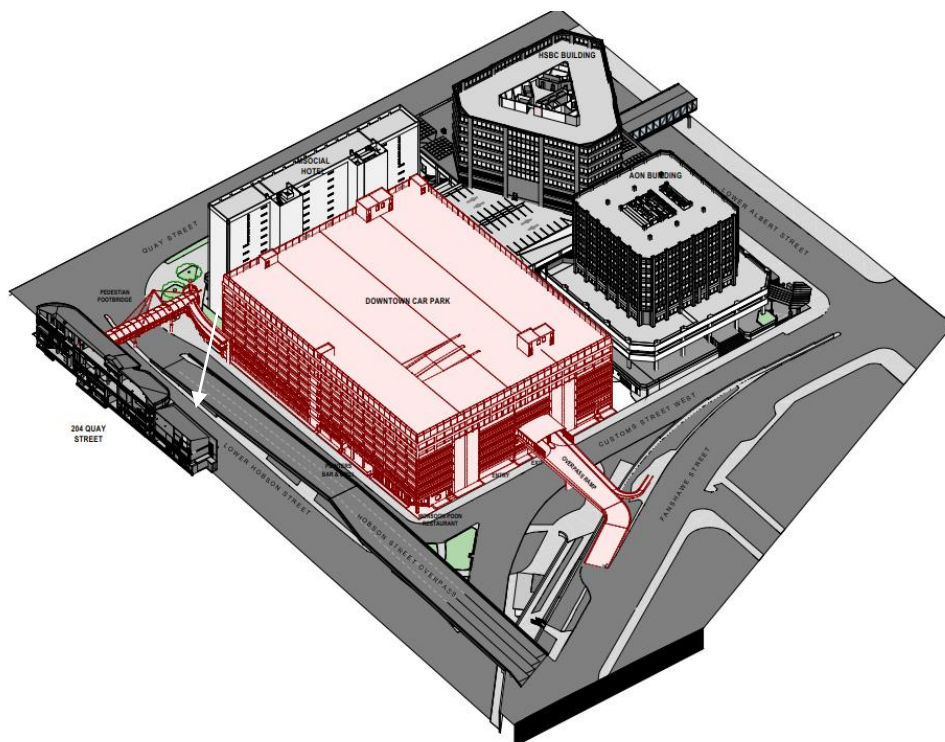


Figure 3.1: Existing Downtown Carpark structures to be demolished (Source: Warren and Mahoney)

The demolition will be subject to the demolition contractor's final methodology. It is currently proposed that, following termination of redundant services and make safe works, internal soft demolition strip out will be progressively undertaken from top down.

Prior to demolition, construction hoardings will be installed around the perimeter of the site. Hoardings will extend up from ground level and over the adjacent laneway or footpath, providing a barrier between the construction site and public roads.

Prior to any hard demolition works, the building will be scaffolded on all available elevations and covered with a shade cloth enclosure.

The existing structure will then be demolished commencing at the top floor and proceeding down the building floor by floor with the following sequence of works:

- Drop shafts will be created through each floor plate to allow for transfer of demolition materials.
- Sorting and loading to trucks of demolition materials will occur at Ground Floor and Level 1 with entry and egress via Lower Hobson Street.
- Mobile crane to lift excavators and skid steers onto roof of the carpark, noting that it is not foreseen that a tower crane will be required for the demolition phase of works.
- Each slab structure is to be mechanically demolished commencing from the South and working towards the North before the machines walk themselves down to the floor below and commence cutting and processing the structural steel framework (for the top two floors).
- Skid steer (bobcats) to be used to progressively clear the demolished rubble from the floor and transfer the rubble to the designated drop-zones.
- Upon clearing the demolition debris, excavators to demolish columns and re-commence slab demolition and repeat the process.

The expected approach to demolish the existing structure will be to create a number of sequential work faces primarily for efficiency and safety purposes. All asbestos will be removed by licensed asbestos contractors in accordance with the Asbestos Management Plan for the works and disposed of at an appropriate facility that can accept asbestos.

Ground floor slabs and foundations will subsequently be removed to enable excavation and construction.

3.4 Basement excavation and retention

Basement excavation works are proposed to occur over 10 to 12 months and will include construction of perimeter retention and excavation and removal of material from the site.

Perimeter retention includes construction of diaphragm walls along the western and northern basement walls and northern portion of the eastern basement wall (adjoining the HSBC Tower). Sheet piling will be used to retain the southern basement wall and southern portion of the eastern basement wall (adjoining AON House).

Earthworks to excavate the basement levels down to an elevation of -10.3 m RL. The volume of earthworks is approximately 100,000 m³, over an area of 6,442 m².

Due to residual moisture content of material excavated below the water table, excavated material is expected to be in damp condition and have a low dust generation potential on removal.

All excavated material will be placed in trucks and loaded out of the site via ramps and/or long arm load out machinery.

3.5 Construction

The proposed construction works involve the establishment and construction of:

- Four floor basement;
- Three podium buildings;
- Two towers - Tower 1 comprising 55 levels (including podium) and Tower 2 comprising 45 levels (including podium); and
- New public realm.

Above ground core raft foundations will be constructed to support two crane towers that will be used during construction. The crane towers and jump forms will be installed. A 'Jump Form' is a prefabricated, 'self-climbing' formwork system for concrete structures that lets the construction of the lift core progress in advance of the concrete floor slab construction.

Forming, reinforcement tying and of the cores will progress in a controlled cycle to construct the podium levels of the development. Once above the podium levels, the two high-rise towers will transition into typical arrangements. From here the high rises will be efficiently constructed in a structure, passive fire, façade and fit-out works sequence.

3.6 Vehicle movements

Vehicle movements to and from the site will occur throughout demolition, earthworks and construction.

Vehicle access routes and projected frequencies of truck movements associated with the demolition, earthworks and construction phases are described in the Construction Traffic Assessment and draft Construction Traffic Management Plan for the project.

3.7 Operating hours

As noted in the AEE, it is anticipated that construction hours will generally be between 7am – 6pm, Monday to Friday (excluding public holidays) and 8am – 5pm Saturdays.

Construction hours may be extended to 6.30am – 10.30pm Monday to Friday (excluding public holidays) and 7am – 11pm on Saturdays and public holidays to enable high noise works to occur outside of normal office hours.

Demolition outside of these hours is likely required during the removal of the pedestrian footbridge over Lower Hobson Street and vehicle overpass ramp over Customs Street West to minimise disruption to the road network.

4 Environmental Setting

4.1 Overview

This section of the DMP describes the environment surrounding the Site in terms of meteorological influences on the transport of air contaminants and sensitivity of adjacent activities to those discharges.

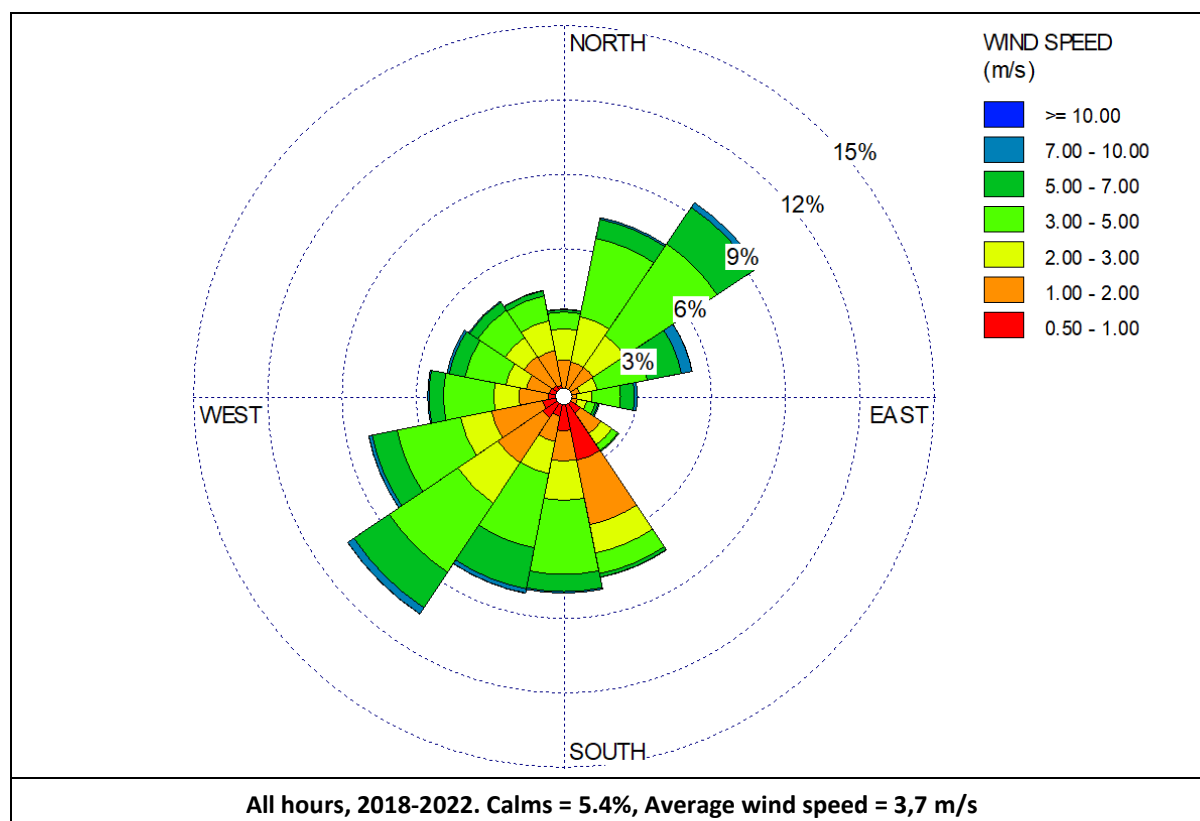
4.2 Local meteorology

Figure 4.1 shows wind roses of wind speeds and directions measured at the NIWA weather station at the Auckland Museum of Transport and Technology (MOTAT), Western Springs.

The weather station is located approximately 4.2 km southwest of the Site. Wind measurements at this station are likely to be generally representative of overlying wind conditions in central Auckland as it is relatively free from nearby obstructions or eddies created by adjacent buildings.

Although tall buildings and topographical features in the area will alter localised wind conditions, the wind direction frequency trends illustrated below are likely to be broadly similar to those experienced at the site.

Based on the wind roses in Figure 4.1, winds are predominantly from the southwest and northeast, and therefore sensitive locations to the northeast and southwest of the site, respectively, are likely to be most frequently exposed to any off-site dust emissions from site activities. The amount of dust generated also largely depends on if conditions are dry, and the wind speeds, with faster wind speeds increasing effect of wind erosion and the distance that the dust travels.



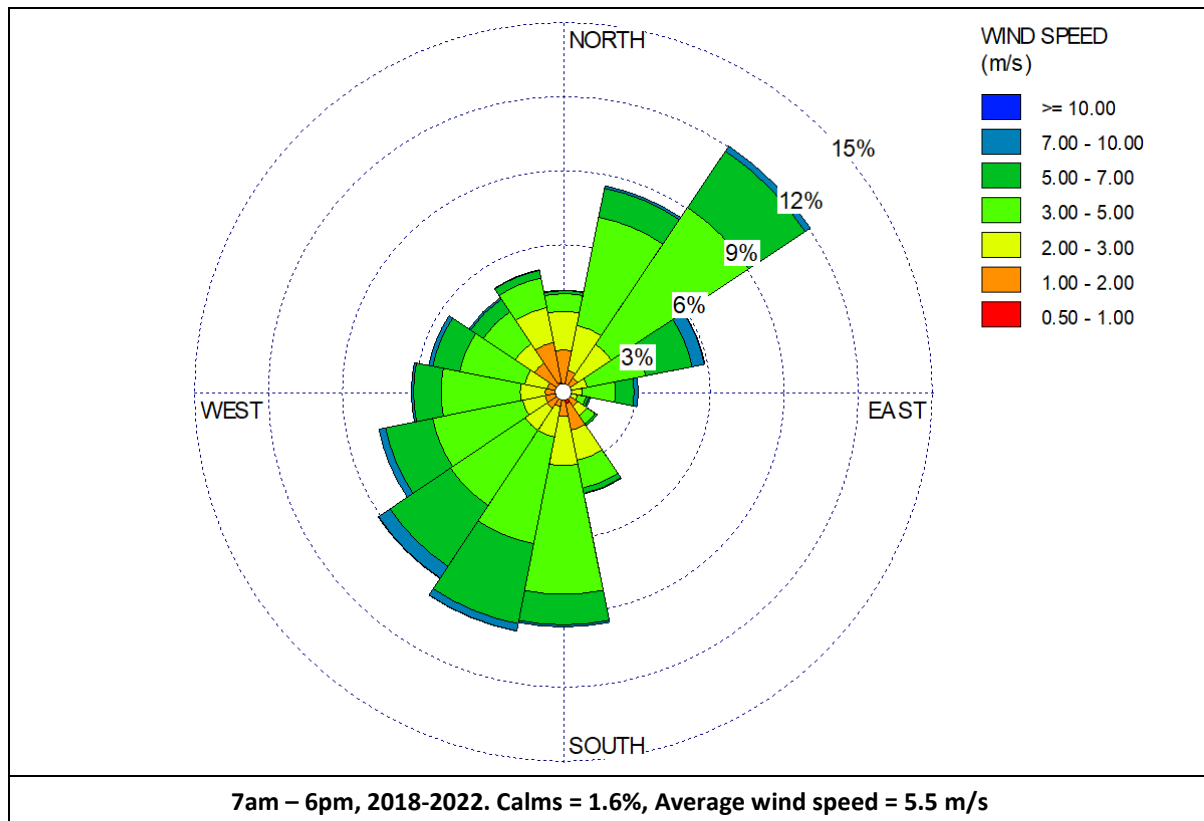


Figure 4.1: Wind rose frequency analyses of wind speeds and directions at the Auckland MOTAT weather station for 2018 to 2023 (inclusive), all hours and operating hours. Source: NIWA Cliflo database

Figure 4.2 shows that the expected drier months are during summer, when wind speeds also tend to be higher. Over the year winds from the southwest, which will transport any emitted dust towards sensitive receptors to the northeast of works activities, are relatively frequent over the Auckland Isthmus. Northeast winds become more frequent over summer months.

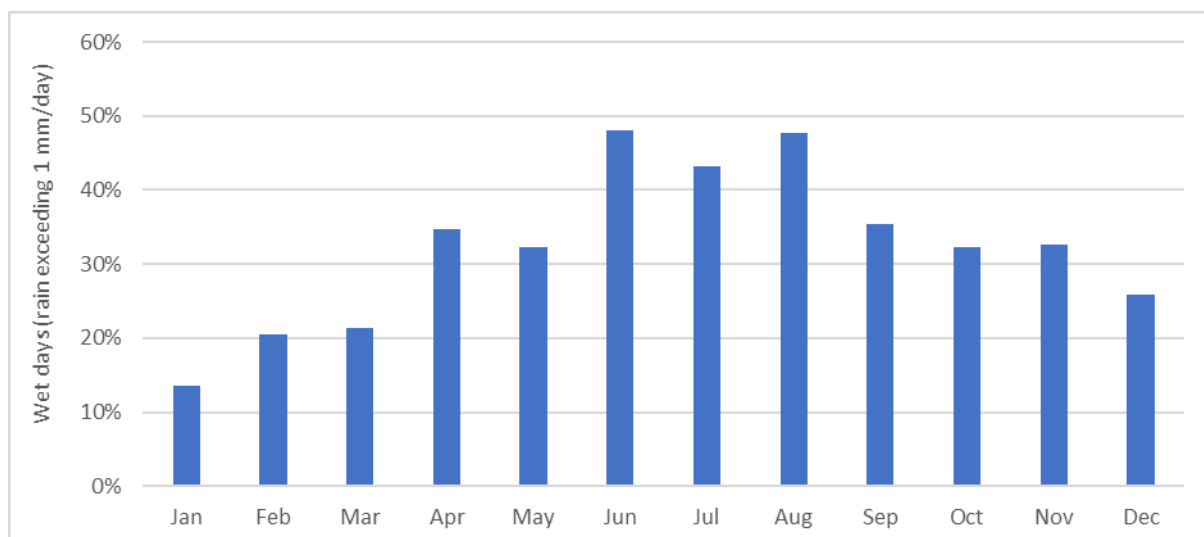


Figure 4.2: Percentage of wet days (rain exceeding 1 mm) over each month of the year at MOTAT (2018-2022). Source: NIWA Cliflo database

4.3 Sensitive receptors

The Site is located in a mixed use (City Centre) zone, in Auckland City Centre, so features a range of adjacent activities.

Nearby activities that may be sensitive to dust nuisance include:

- M Social Hotel on the northern boundary of the site.
- The Sebel Hotel to the west of the site across Lower Hobson Street.
- Commercial, office and hospitality in the AON House building and the HSBC tower building on the eastern boundary of the Site, both sites are owned by Precinct.
- Hospitality at the Viaduct Harbour to the west of the Site.
- Recreational facility (the Auckland Tepid Baths) to the southwest of the site.
- Pedestrian access and parked vehicles along neighbouring roads.

5 Discharges to air

The main discharge to air from the demolition activities will be dust. Dust has the potential to cause nuisance or soil property if deposited in sufficient quantities in the environment.

Fine particles present in dust emissions have the potential to affect respiratory health while suspended in air. Fly ash and cement used in grout and concrete may contain respirable crystalline silica (RCS), which can also have respiratory health effects with sufficiently high exposure.

The main sources of nuisance dust emission along the project are:

- Demolition activities, such as
 - Knocking down and breaking up of building material including plasterboard and blockwork; and
 - Cutting, breaking and crushing of concrete;
- Handling of spoil, aggregate and other solid materials;
- Wind erosion of spoil and other stockpiled material; and
- Vehicle movements over unsealed surfaces and spilled material.

The major factors that influence dust emissions are:

- Wind speeds across the Project - pickup of dust from exposed surfaces occurs at windspeeds above 5 m/s and increase as windspeeds rise;
- The percentage of fine particulate in the material;
- Moisture content of material;
- The area of exposed surfaces;
- Disturbances such as vehicle movements and material handling activities; and
- The height of the dust source above the surrounding ground level.

Other minor discharges to air could include:

- Combustion emissions from vehicles, equipment or stationary engines on site, which can affect respiratory health in the environment with sufficient exposure.

6 Management procedures

6.1 Approach to dust management

A range of routine measures will be used to manage and mitigate the effects of discharges of dust emissions during the demolition activities. An adaptive approach to management of dust, including additional mitigation may be required if:

- Monitoring indicates that abnormal discharges of dust are occurring;
- Weather conditions are changing such that dust or odour discharges are more likely; and / or
- Complaints are received regarding discharges of dust or odour.

If the available mitigation methods are unsuccessful in controlling discharges (i.e. dust) that cause significant adverse effects on receptors beyond the site boundary, the activities causing the discharge shall be suspended until adequate mitigation can be put in place.

6.2 Dust mitigation measures

Dust management measures are specified Table 6.1 and will be used as required across the Project, depending on the demolition and construction activities undertaken, weather conditions, and proximity to sensitive receptors. The list is not necessarily exhaustive, and additional methods may be implemented during demolition to provide further control. The

Alternative methods may be employed after the effectiveness of those methods is demonstrated and this DMP should be updated accordingly.

Table 6.1: Dust mitigation procedures

Source of dust	Control
Demolition	• Internal fittings are to be stripped out prior to demolition of structural and exterior elements. • Use of water sprays to dampen material prior to and during demolition. • Only wet cutting of concrete is to be undertaken. • Any breaking of concrete should be done under wet conditions (such as a water spray or fog cannons directed at where the breaking is occurring). • Containment of the carpark building demolition works through scaffolding of each building façade and envelopment with shade cloth.
Stockpiles (including material placement and removal)	• Store stockpiled material containing a high content of fine material indoors or undercover where practicable. • Locate and orientate outdoor stockpiles to maximise wind sheltering and separation from sensitive off-site activities as far as practicable. • Dampen, cover or stabilise inactive stockpiles if they are producing visible dust emissions. • Limit the height of stockpiles to reduce wind entrainment as far as practicable. • Minimise handling of stockpiled material and drop heights to stockpiles during unloading to decrease potential for dust generation.
Handling of dry material	• Avoid handling (including loading or unloading) of material during windy conditions in locations where dust may be emitted beyond the site boundary, where practicable. • Cover loads of dry fine materials. • Minimise drop heights when loading and unloading dry material.

Source of dust	Control
	• Use enclosed chutes and conveyors for material to be dropped to lower levels as well as covered skips.
Earthworks	• Limit the extent of excavation and material handling activities in exposed areas where material is dry, as far as practicable. • Limit drop heights of material during handling, including from any conveyor transfer points. • Stabilise exposed areas not required for construction, access or parking, along with completed fill and spoil areas as soon as practicable. • Remove excavated spoil from site on a regular basis. • Maintain surfaces of active earthworks areas in damp condition during dry weather. Where material to be excavated is dry, this should include pre-watering of surfaces, prior to excavation allowing enough time for moisture to penetrate.
Construction	• Only wet cutting of concrete is to be undertaken. • Concrete grinding or scabbling is only to be undertaken with either wet suppression or on-tool air extraction systems in operation. • Bagged fine power materials ensure bags are to be sealed after use and stored appropriately to prevent dust emissions.
Vehicle movements	• Limit vehicle speeds on site to no more than 20 km/h. • All vehicle engines are to be switched off when stationary (no idling on-site). • Limit load sizes to avoid spillages. • Cover loads of fine materials leaving or entering the site. • Minimise on-site travel distances through appropriate site layout and design. • Sealed access routes are to be cleaned with a vacuum sweeper truck whenever inspections (regular or in response to complaints) identify surface accumulation of dust material. • In dry conditions (e.g. less than 1 mm of rain in the preceding 48 hours), maintain vehicle accessways in regular use in damp condition through surface watering (e.g. with water carts or fixed irrigation). • If water suppression is ineffective, synthetic dust suppressants (excluding used oil-based suppressants) may be used as an alternative.
Miscellaneous	• Installation of construction hoardings around the perimeter of the site from demolition through to construction phases. • Planning of site layout so that dust generating activities are located away from sensitive receptors where practicable. • Site personnel trained in dust management controls. • Monitoring of site conditions (weather/soil conditions) to anticipate and prevent dust effects. • Limiting operations which have the potential to cause high dust during high wind events. • Use of water cart and sprays to keep surfaces damp as required near sensitive receptors. A critical part of this control measure is identification of a sufficient water supply at the site for this purpose with adequate volume. • Use of wind break fences. • Cleaning paved surfaces if affected by tracking of transported dust.

6.3 Review of dust mitigation

When site operators are alerted to a potential off-site dust nuisance through the monitoring techniques described in Section 7 of this DMP, or as a result of a complaint from a third party, the Environmental Manager will undertake a review of site activities to determine the source of the dust and implement further mitigation measures as required in order to reduce the dust generation to acceptable levels.

In general, the additional mitigation will be those measures set out in Table 6.1. Once the additional mitigation has been implemented the Environmental Manager will review the monitoring data to ensure that it has been effective.

6.4 Control of engine exhaust emissions

The following key actions shall be carried out to manage potential off-site impacts of exhaust emissions from vehicle and stationary engines:

- All engines used on the site will be maintained at least in accordance with manufacturers' requirements;
- Where excessive exhaust smoke is identified from any engine, it is to be serviced as soon as is practicable and the vehicle or piece of equipment is to remain out of service until such maintenance has been completed; and
- Unless warm-up or turbo maintenance procedures require it, vehicles should not be left idling while parked or unattended.

6.5 Dust contingency measures

As discussed in Section 6.2, a range of standard dust controls will be used to manage and mitigate dust effects during demolition activities of the Project. Additional mitigation may also be required in the event that:

- Monitoring indicates that significant dust emissions are occurring;
- Weather conditions are changing such that dust emissions are more likely; and / or
- Complaints are received regarding dust.

In the event of significant on-going dust emissions that are unable to be mitigated through the measures described in Section 6.2, the Environmental Manager shall investigate the implementation of dust contingency measures. The suggested dust contingency measures are presented in Table 6.2.

Table 6.2: Dust contingency measures

Source	Contingency measure
Dust generating activities at any location within 100 m of sensitive receptors.	• Install windbreak fences around dust generating activities where practicable. • Additional visual inspections of dust generating activities for visible dust emissions beyond the site boundary. • Ensure availability of water as dust suppressant should visible emissions arise.
Dust discharges cause excessive deposition / soiling at sensitive receptors	• Stop activities that are generating dust until mitigation is reviewed, and additional mitigation is in place.

Source	Contingency measure
Forecast high winds (greater than 5 m/s) in dry conditions	• Limit the activities that generate dust within 200 m of downwind sensitive activities. • Additional visual inspection of exposed areas and activities. • Assess the need for additional controls such as increased water application rates.
Forecast high winds (greater than 10 m/s) in dry conditions	• Stop activities that generate dust within 200 m of downwind sensitive activities until wind eases.
Visible dust discharges from stockpiles / areas of uncovered soil near sensitive receptors	• Dampen stockpile or exposed area of soil. • Cover or stabilise area to reduce dust generation.

7 Monitoring requirements

7.1 Monitoring approach

The overall approach to dust monitoring focusses on visual inspection, supported by instrumental monitoring and investigation in response to community feedback (in the form of complaints received).

Good dust management practice focusing on proactive measures will aid in avoiding significant dust emissions, however if dust emissions do occur, the monitoring will help to identify such occurrences and enable a prompt response.

7.2 Visual inspection and monitoring methods

Visual monitoring of dust across all areas of the site where dust generating activities are in progress will be undertaken on a daily basis, or more frequently if conditions change.

Weather forecasts should also be checked daily (wind speed, wind direction and rainfall) to assist in managing site activities and implementing the appropriate dust controls.

Table 7.1 describes the nature and frequency visual dust monitoring activities to be undertaken during demolition. In the event that dust deposits or visible dust plumes are observed at or beyond the site boundary, the findings of the visual inspections are to be recorded in the daily dust inspection log as set out in Appendix A.

Table 7.1: Visual dust monitoring programme

Monitoring activity	Frequency*
Inspect land adjacent to the site, exits and adjoining roads for the presence of dust deposition and/or accumulation of dust material.	Daily
Observe weather conditions including wind and rain.	Daily and as conditions change
Inspect all exposed un-stabilised surfaces for dampness and that the extent of those areas is being minimised.	Daily and as conditions change
Inspect stockpiles for dampness and height of no more than 3°m (or appropriately stabilised).	Daily and as conditions change
Inspect dust generating activities for effectiveness of dust management measures and avoidance of visible dust emissions beyond the boundary of the site.	Daily and as new activities commence
Inspect watering systems (sprays and water carts) to ensure equipment is maintained and functioning to effectively dampen exposed areas.	Weekly
Inspect dust generating activities and check surfaces are being maintained in a visibly damp condition, and dust and particulate matter emissions are minimised.	Where weather conditions are dry and wind speeds exceed 5 m/s
Inspect wheels of all trucks exiting the Site to public roads for evidence of tracked material (to be washed and removed as required)	All truck departures
Check for dust on local roads being used to access the site.	Daily
Inspect vehicle exits to ensure that wheel inspection and washing is effective and dust or sediment laden water is not being tracked off site by vehicles.	Daily

Monitoring activity	Frequency*
Inspect sealed vehicle access routes within the Site for deposition of material (to be removed via vacuum sweeper truck)	Daily
Inspect watering systems (sprays and water carts) to ensure equipment is maintained and functioning to effectively dampen exposed areas.	Weekly

* The frequency of site inspections may need to be increased when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

7.3 Instrumental dust and wind monitoring

7.3.1 Instrumental monitoring method

During structural demolition of the car park building and attached overpass and footbridge, continuous instrumental monitoring of ambient particulate concentrations and wind conditions at or adjacent to site boundary locations must be undertaken.

The purpose of the monitoring is to provide continuous feedback on the efficacy of dust management measures during demolition activities.

The instrumental monitoring must include the following:

- Monitoring of ambient air concentrations of PM₁₀ or Total Suspended Particulate (TSP) must be conducted at two or more separate locations during the structural demolition of the car park building and attached overpass and footbridge. Wind speed and direction must be measured at one or more locations during this period.
- As the purpose of ambient particulate monitoring is not for the purpose of determining compliance with the Resource Management (National Environmental Standards for Air Quality) Regulations 2004, the monitoring methods do not need to accord with the reference methods specified in Schedule 2 of the regulations. Methods can therefore include optical monitoring methods.
- Monitoring locations are to be certified by Auckland Council prior to installation via the process described in section 7.3.2 below and subsequent relocation of monitors is only to occur with the prior written approval of Auckland Council.
- 1-minute and 15-minute averages of monitored parameters must be recorded and retained for at least 12 months following measurement. Recorded data is to be provided to Auckland Council in writing within 5 working days of a written request.
- Rolling 1-hour average concentrations are to be calculated on an ongoing basis during monitoring and for comparison with the trigger levels set out in section 7.3.3.
- Installation, maintenance and manual calibration of monitoring instruments must be undertaken by a suitably qualified and experienced person and in accordance with the instrument manufacturer's specifications.

7.3.2 Certification of monitoring locations

Particulate matter monitoring is to occur at two separate monitoring locations (at a minimum) either downwind or upwind of demolition activities in the prevailing wind direction (i.e. to the northeast or southwest), or adjacent to sensitive receptor activities beyond the site boundary.

Wind is to be monitored at one location (at a minimum) that is representative of wind conditions across the site, where practicable.

Particulate matter and wind monitoring locations must be considered and identified in advance of demolition works commencing. A written summary of the identified proposed monitoring locations

is required to be submitted to Auckland Council for certification at least 10 working days prior to the commencement of demolition activities.

Should the certified monitoring locations require modification (e.g. as a result of demolition works progression or changes in local environmental circumstances), written approval from Auckland Council must be obtained for the modification before relocation occurs.

7.3.3 Dust Trigger Levels and Alerts

Dust monitoring results are to be compared with trigger levels to indicate where dust levels may have the potential to cause adverse air quality effects and where modification to dust management measures may be required to avoid this outcome.

In the first instance, trigger levels published by the Ministry for the Environment (MfE)⁸ are adopted as operational dust trigger levels. The trigger level values are described in Table 7.2.

Table 7.2: Dust Trigger Levels

Discharge	Trigger Level
Dust monitoring*	MfE recommended trigger values for PM ₁₀ concentrations: 150 µg/m³ (rolling 1-hour average)*

* The MfE recommended trigger values do not relate specifically to rolling averages, which are specified in this case to provide instantaneous feedback on dust levels.

Electronic alert notifications of measured exceedances of the trigger levels specified in in Table 7.2 must be automatically distributed (e.g. via SMS and email) to the relevant persons responsible for managing dust, including but not limited to:

- [Relevant persons to be confirmed following engagement of contractor responsible for demolition works].

The dust monitoring trigger levels should be reviewed through regular (at least quarterly) review of monitoring results. The regular review should include comparison with:

- The trigger alerts specified in Table 7.2;
- Visual monitoring records;
- Dust complaints.

If review of monitoring results indicates the triggers specified in Table 7.2 have not provided suitable indication of potential adverse air quality effects, the triggers may require modification.

⁸ Ministry for the Environment. 2016. *Good Practice Guide for Assessing and Managing Dust*: Ministry for the Environment.

8 Complaints

8.1 Overview

Although the mitigation measures described in this DMP are aimed at avoiding discharges to air, complaints may be received by members of the public. It is important to ensure that any complaints are recorded and promptly investigated to identify and resolve the cause of the complaint. The requirements and procedures relating to complaints are detailed below.

8.2 Receiving and recording complaints

A complaint may be received from a member of the public via the following:

- Direct call to the Project complaint contacts detailed in Table 8.1.
- Complaint received by Auckland Council which notifies the Site of the complaint.
- Written or email correspondence (including via the Project complaint contacts detailed in Table 8.1).

Table 8.1: Project complaint contact details

Role	Contact details
Contact details to be confirmed following engagement of contractor and prior to commencement of	

In all circumstances, correct and accurate information needs to be recorded by the person receiving the complaint in order to help investigate the cause of the complaint, and ensure appropriate mitigation has or will be undertaken.

Any complaints received should be recorded in a complaints file, and an investigation undertaken as outlined in the Section 8.3. The following guide should be followed when a complaint is received:

- Record the details provided about the incident by the complainant.
- The name and contact details of the person(s) who raised the complaint (unless they elect not to provide this).
- Acknowledge receipt of the concern or complaint and assure that an initial response shall be undertaken within 24 hours of receiving a complaint and resolved as soon practicable.
- Known demolition activities at the time and in the vicinity of the complainant during the concern or complaint period.
- Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity, to ensure that dust mitigation measures are effective in controlling dust emissions, and that there are no significant impacts on the surrounding environment, to the satisfaction of Auckland Council and the complainant.
- Weather conditions at the time of the concern or complaint, including wind direction.
- Reporting of the investigation in the complaints file.

8.3 Investigating complaints

The investigation of all complaints relating to air discharges will involve the following:

- Information about the incident as described by the complainant.
- Weather conditions at the time of the complaint, including wind direction and speed, and rainfall (if any).

- Reporting the findings and recommendations.
- Actions and time taken to close-out complaint.
- Communication with the complainant.
- Ensure reporting of the investigation is recorded in the complaints file.

An investigation of the complaint will require the Environmental Manager to visit the location where the complainant observed the impact and make visual observations in relation to the reported impacts and adjacent and upwind activities occurring on site. This may also include going to the location where the complainant observed the impact.

The site health and safety procedures must always be followed during the complaint investigation procedure.

8.4 Reporting of discharge to air incidents

Auckland Council is to be notified of any significant discharge to air from Project demolition or construction works, which results in or has the potential to cause significant adverse effects on the environment or result in a breach of Conditions 101, 102 or 103 (reproduced in section 1.3 and Appendix A).

The notification of the discharge incident to Auckland Council must occur as soon as practicable after incident has been identified and the following information is to be supplied:

- a. Details of the nature of the discharge;*
- b. An explanation of the cause of the incident; and*
- c. Details of any remediation action taken.*

9 Training

Following the engagement of the Contractor and prior to the commencement of demolition and construction, training requirements for staff relating to the contents of this DMP are to be specified in an update to this section of the DMP.

Training requirements are to include the mitigation methods to be used, frequency of training and where training records are to be kept.

10 Applicability

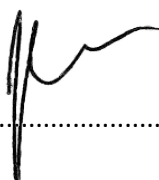
This plan has been prepared for the exclusive use of our client Precinct Properties Holdings Limited, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

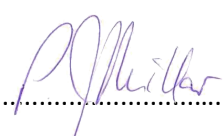
We understand and agree that our client will submit this plan as part of an application under the Fast-track Approvals Act 2024 and that an Expert Panel as the consenting authority will use this report for the purpose of assessing that application. We understand and agree that this report will be used by the Expert Panel in undertaking its regulatory functions.

Tonkin & Taylor Ltd
Environmental and Engineering Consultants

Report prepared by:

Authorised for Tonkin & Taylor Ltd by:


.....
Jason Pene
Principal Environmental Engineer


.....
Peter Millar
Project Director

CAID

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june 26\\downtown carpark dust management plan-ftaa ac condition update.docx

Appendix A Relevant conditions of consent

To be updated following the decision on the FTAA application.

Appendix B Dust inspection log

DUST INSPECTION LOG FORM

Date: ___/___/___ ☐ Mon ☐ Tue ☐ Wed ☐ Thu ☐ Fri ☐ Sat ☐ Sun

VISIBLE DUST EMISSIONS

Source	Level*	Colour/Opacity	Time	Weather Cond. (i.e. rain, windy, calm)	Wind Speed / Wind Direction (e.g. "5 m/s / NE")
_____	_____	_____	___:___	_____	_____/____
_____	_____	_____	___:___	_____	_____/____
_____	_____	_____	___:___	_____	_____/____
_____	_____	_____	___:___	_____	_____/____
_____	_____	_____	___:___	_____	_____/____
_____	_____	_____	___:___	_____	_____/____
_____	_____	_____	___:___	_____	_____/____
_____	_____	_____	___:___	_____	_____/____
_____	_____	_____	___:___	_____	_____/____
_____	_____	_____	___:___	_____	_____/____
_____	_____	_____	___:___	_____	_____/____

Levels (extent) of visible dust emissions:

- (1) Minor visible emissions (<5m source);
- (2) Moderate visible emissions (<30m from source);
- (3) Major visible emissions (>30m from source)

INVESTIGATION AND RESPONSE

Date event was investigated: ___/___/___ Person responsible for investigation and response: _____

Possible cause(s):

- ☐ Exposure of activities to excessive wind
- ☐ Water application insufficient
- ☐ Excessive vehicle speeds
- ☐ Materials not handled or stored properly
- ☐ Loading/Unloading not carried out properly
- ☐ Other _____

Corrective actions:

Date: _____ Description: _____
_____/____/____ _____
_____/____/____ _____
_____/____/____ _____

Preventive actions:

Date: _____ Description: _____
_____/____/____ _____
_____/____/____ _____
_____/____/____ _____

VEHICLES AND MACHINERY – PRESTART CHECK

Equipment identification	Excessive or prolonged visible emissions observed?	If yes, describe action taken (e.g., equipment repaired or removed from site within 24 hours):
_____	_____	_____
_____	_____	_____
_____	_____	_____

Person responsible for the above information:

Name: _____ Job Title: _____ Signature: _____ Date: ____ / ____ / ____



Updated Dust Management Plan with tracked changes



Downtown Carpark Site Development

Dust Management Plan

Prepared for

Precinct Properties Holdings Limited

Prepared by

Tonkin & Taylor Ltd

Date

June 2026

Job Number

1016043.1000 v2.0

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sustain a better world*
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Document control

Title: Downtown Carpark Site Development					
Date	Version	Description	Prepared by:	Reviewed by:	Authorised by:
November 2025	1	Draft for FTAA application	C Dalziel	J Pene	P Millar
November 2025	2	Final for FTAA application	C Dalziel	J Pene	P Millar
<u>June 2026</u>	<u>3</u>	<u>Update in response to Auckland Council comments on proposed conditions of consent</u>	<u>J Pene</u>	<u>R Turnwald</u>	<u>P Millar</u>

Distribution:

Precinct Properties Holdings Limited

1 PDF copy

Tonkin & Taylor Ltd (FILE)

1 PDF copy

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1 Introduction

1.1 Background - the project

Precinct Properties New Zealand Limited ("Precinct") ~~has~~ lodged an application [[ref.: FTAA-2512-1158](#)] under the Fast-track Approvals Act 2024 ("FTAA") for resource consents and other authorisations required for the Downtown Carpark Site Development at 2 Lower Hobson Street, Auckland ("Project"). The development site is predominantly at 2 Lower Hobson Street, but also includes associated elements at 188 and 204 Quay Street and 29 Customs Street West ("Site"). The Site location is shown in Figure 1.1.

As part of the application under the FTAA, Precinct has engaged Tonkin & Taylor Limited ("T+T") to prepare this Dust Management Plan ("DMP"). The DMP has been updated to take account of Precinct's updated proposed conditions of consent relating to DMP requirements¹ and subsequent comments on the conditions submitted by Auckland Council to the Expert Panel for the application².

This DMP document has been prepared in accordance with our proposal³ dated 14 February 2023 and variation order dated 8 July 2025.



Figure 1.1: Site location shown in red outline (Basemap Source: LINZ Creative Commons Attribution 3.0 New Zealand)

¹ Attachment V of Memorandum of Counsel for Precinct Properties Holdings Limited, dated 21 May 2026

² Appendix 1 of "FTAA-2512-1158 - Auckland Council response to RFI S67 Condition Review", dated 11 June 2026

³ T+T LOE, 14 February 2023. "Downtown Carpark Redevelopment – Geotechnical and Environmental Engineering/Civil and Infrastructure Services", Job number 1016043.

1.2 ~~Objective~~ Purpose of the Dust Management Plan

~~The objective of the DMP is to manage and monitor dust related effects from demolition, earthworks and construction onsite in accordance with the Ministry for the Environment (MfE) "Good Practice Guide for Assessing and Managing the Environmental Effects of Dust Emissions"~~⁴.

~~To meet this objective,~~ The DMP has been prepared to identify measures that are to be implemented to ~~monitor,~~ mitigate and manage the potential adverse effects of dust and other air emissions from the demolition and construction phases of the Project on air quality in the surrounding environment.

~~The purpose of this DMP is as follows:~~

- ~~• Manage and control dust emissions from demolition and construction activities;~~
- ~~• Minimise air quality impacts on surrounding activities;~~
- ~~• Keep the local community and regulators informed of activities where required and respond quickly and effectively to issues or complaints;~~
- ~~• Monitoring emissions and off-site air quality effects to ensure dust generating activities are managed in accordance with the DMP and air quality impacts are effectively minimised.~~

~~This DMP has been prepared in accordance with the Ministry for the Environment (MfE) 'Good Practice Guide for Assessing and Managing Dust'~~⁵.

This plan shall be implemented for the demolition and construction activities at the site and is the primary document for management of dust during these activities, with exception of asbestos management. This DMP is appended to the Construction Management Plan for the ~~Downtown Carpark Redevelopment Project~~ for ease of reference. ~~The Site Clearance and Demolition Management Plan has been prepared by RCP for resource consenting purposes~~⁶.

1.3 Statutory environmental performance requirements

The discharges to air from the demolition and construction activities will be permitted under the rules of the Auckland Unitary Plan (Operative in Part)⁷, provided the following permitted activity standards are met:

- 1 *The discharge must not cause, or be likely to cause, adverse effects on human health, property or ecosystems beyond the boundary of the premises where the activity takes place.*
- 2 *The discharge must not cause noxious, dangerous, offensive or objectionable odour, dust, particulate, smoke or ash beyond the boundary of the premises where the activity takes place.*
- 3 *There must be no dangerous, offensive or objectionable visible emissions.*
- 4 *There must be no spray drift or overspray beyond the boundary of the premises where the activity takes place.*

The demolition and construction works, and associated discharges to air, are required to comply with the above conditions at all times.

⁴ Ministry for the Environment (2016) 'Good Practice Guide for Assessing and Managing Dust'. Available online at: <https://environment.govt.nz/publications/good-practice-guide-for-assessing-and-managing-dust/>

⁵ Ministry for the Environment (2016) 'Good Practice Guide for Assessing and Managing Dust'. Available online at: <https://environment.govt.nz/publications/good-practice-guide-for-assessing-and-managing-dust/>

⁶ RCP, Downtown Carpark Redevelopment—Site Clearance and Demolition Management Plan, prepared for resource consent application.

⁷ At Activity A1 of Table E14.4.1

Additionally, a number of conditions are specified in proposed conditions of consent for the Project relating to the management of dust and odour from Project demolition and construction. Relevant conditions are reproduced in Appendix A.

These conditions include:

- 101. Beyond the boundary of the Site, there must be no odour, dust or particulate caused by discharges from the Site, which (when assessed in accordance with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016), is the cause of a noxious, dangerous, offensive or objectionable effect.
- 102. No discharges from any activity onsite must give rise to visible emissions, other than water vapour, to an extent which, in the reasonable opinion of the Council, is the cause of a noxious, dangerous, offensive or objectionable effect.
- 103. Beyond the boundary of the Site, there must be no hazardous air pollutant, caused by discharges from the Site, which is present at a concentration that causes, or is likely to cause adverse effects to human health, the environment or property.

A range of air quality management and monitoring measures are specified in Section 6 and Section 7 of this DMP. These are designed to minimise the potential for adverse air quality effects in the surrounding environment and avoid the occurrence of offensive or objectionable dust or contaminants in the surrounding environment.

2 DMP administration and control

2.1 Overview

This DMP provides a framework for managing dust nuisance from the demolition and construction works by identifying potential dusty activities and identifying mitigation measures. It provides information and recommendations to augment this process but is not intended to relieve the person conducting business or undertaking (PCBU) of either their responsibility for the health and safety of their workers, contractors and the public or its responsibility for the protection of the environment.

2.2 Roles and responsibilities

The roles and responsibilities of companies/organisations under this DMP are set out in [Table 2.1](#).

Table 2.1: Organisational involvement

Company/organisation	Roles and responsibilities
Precinct Properties Limited	Developer: responsible for compliance with consent conditions, including the requirements of the DMP.
RCP Limited	RCP is the client appointed Project Manager and the client representative on site. RCP is responsible for compliance with the consent conditions, including the requirements of this DMP.
Main Contractor (Contractor)	Responsible for implementation of DMP during demolition works, including monitoring compliance of all Sub-contractors with the requirements for the DMP.
Any subcontractor(s) undertaking work	Responsible for undertaking works applicable in accordance with the requirements of this DMP
Auckland Council (Regulatory)	Monitoring and compliance of consent conditions.

2.3 Distribution

A copy of the final approved DMP shall be kept onsite at all times during demolition and construction activities. It is the responsibility of Precinct and/or their nominated project management company (RCP) to distribute the plan to the Contractor appointed to carry out the work. It is the responsibility of Precinct's nominated Contractor to distribute the DMP to any other sub-contractors or parties carrying out demolition and construction works and ancillary activities.

2.4 Review and update

The DMP is required to be updated following engagement of the Contractor for the Project and confirmation of the demolition and construction methodology and submitted to Auckland Council prior commencement of the works.

This DMP is a live document. Statutory requirements, operating procedures or site conditions may vary and may require that this plan be amended or updated. Any changes to the DMP proposed by the Contractor must be approved by Precinct prior to works commencing or, if works have already commenced, by a variation before being implemented. If the changes are substantive, they may need to be approved by Council prior to implementation.

It is the responsibility of the appointed Contractor to distribute any changes to the plan to the relevant parties involved in the demolition and construction works and update the site copy.

3 Site and works description

3.1 Overview of site and development

The existing Site, illustrated in in Figure 1.1, includes the following elements:

- The seven storey Downtown Carpark Building at 2 Lower Hobson Street. The majority of demolition and construction works will occur within this property.
- The AON Centre at 29 Customs Street West and HSBC Tower at 188 Quay Street, which share the same two level podium. The works within these properties relate only to the shared podium of the two buildings to facilitate the new laneway network.
- The second floor Pedestrian Bridge over Lower Hobson Street connecting the Downtown Carpark Building to the building at 204 Quay Street, which will be demolished as part of the Project.
- The second floor (vehicle) bridge over Customs Street West connecting the Downtown Carpark Building to Fanshawe Street, which will be demolished as part of the Project.

Within the Site, the proposed development works include:

- Demolition of existing Downtown Carpark building and adjoining foot and vehicle overpass ramp structures described above.
- Excavation / bulk earthworks and establishment of a 4-level basement beneath the site footprint.
- The construction of:
 - Three podium buildings (Podium 1; Podium 2 and Podium 3).
 - Two towers - Tower 1 (approximately 227 m in height) and Tower 2 (approximately 162 m in height).
 - New public realm.

3.2 Works description

3.3 Demolition

Demolition will occur over approximately 11.5-13 months (including 3 months of enabling works) in four key areas listed below and shown in Figure 3.1:

- Stair and colonnade adjacent Hobson Street (completed prior to the demolition of the Downtown Carpark),
- Pedestrian Bridge over Hobson Street (completed prior to the demolition of the Downtown Carpark),
- Downtown West Carpark building (completed after demolition of the above two components), and;
- Vehicle overpass ramp to Customs West from Fanshawe Street (completion to be coordinated with the demolition of the Downtown Carpark).

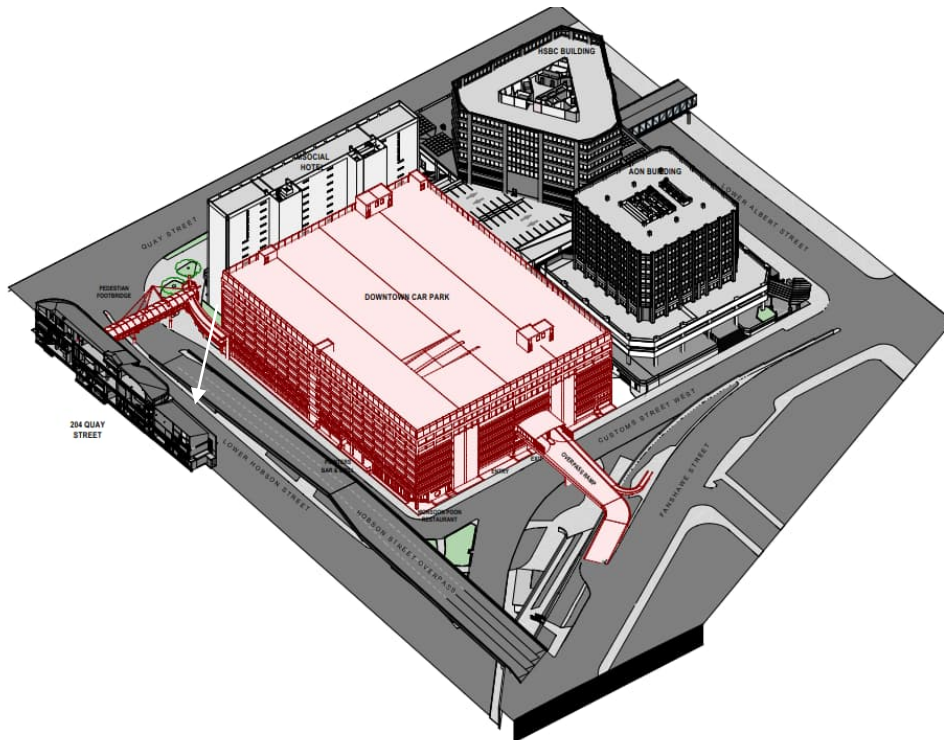


Figure 3.1: Existing Downtown Carpark structures to be demolished (Source: Warren and Mahoney)

The demolition will be subject to the demolition contractor's final methodology. It is currently proposed that, following termination of redundant services and make safe works, internal soft demolition strip out will be progressively undertaken from top down.

Prior to demolition, construction hoardings will be installed around the perimeter of the site. Hoardings will extend up from ground level and over the adjacent laneway or footpath, providing a barrier between the construction site and public roads.

Prior to any hard demolition works, the building will be scaffolded on all available elevations and covered with a shade cloth enclosure.

The existing structure will then be demolished commencing at the top floor and proceeding down the building floor by floor with the following sequence of works:

- Drop shafts will be created through each floor plate to allow for transfer of demolition materials.
- Sorting and loading to trucks of demolition materials will occur at Ground Floor and Level 1 with entry and egress via Lower Hobson Street.
- Mobile crane to lift excavators and skid steers onto roof of the carpark, noting that it is not foreseen that a tower crane will be required for the demolition phase of works.
- Each slab structure is to be mechanically demolished commencing from the South and working towards the North before the machines walk themselves down to the floor below and commence cutting and processing the structural steel framework (for the top two floors).
- Skid steer (bobcats) to be used to progressively clear the demolished rubble from the floor and transfer the rubble to the designated drop-zones.
- Upon clearing the demolition debris, excavators to demolish columns and re-commence slab demolition and repeat the process.

The expected approach to demolish the existing structure will be to create a number of sequential work faces primarily for efficiency and safety purposes. All asbestos will be removed by licensed asbestos contractors in accordance with the Asbestos Management Plan for the works and disposed of at an appropriate facility that can accept asbestos.

Ground floor slabs and foundations will subsequently be removed to enable excavation and construction.

3.4 Basement excavation and retention

Basement excavation works are proposed to occur over 10 to 12 months and will include construction of perimeter retention and excavation and removal of material from the site.

Perimeter retention includes construction of diaphragm walls along the western and northern basement walls and northern portion of the eastern basement wall (adjoining the HSBC Tower). Sheet piling will be used to retain the southern basement wall and southern portion of the eastern basement wall (adjoining AON House).

Earthworks to excavate the basement levels down to an elevation of -10.3 m RL. The volume of earthworks is approximately 100,000 m³, over an area of 6,442 m².

Due to residual moisture content of material excavated below the water table, excavated material is expected to be in damp condition and have a low dust generation potential on removal.

All excavated material will be placed in trucks and loaded out of the site via ramps and/or long arm load out machinery.

3.5 Construction

The proposed construction works involve the establishment and construction of:

- Four floor basement;
- Three podium buildings;
- Two towers - Tower 1 comprising 55 levels (including podium) and Tower 2 comprising 45 levels (including podium); and
- New public realm.

Above ground core raft foundations will be constructed to support two crane towers that will be used during construction. The crane towers and jump forms will be installed. A 'Jump Form' is a prefabricated, 'self-climbing' formwork system for concrete structures that lets the construction of the lift core progress in advance of the concrete floor slab construction.

Forming, reinforcement tying and of the cores will progress in a controlled cycle to construct the podium levels of the development. Once above the podium levels, the two high-rise towers will transition into typical arrangements. From here the high rises will be efficiently constructed in a structure, passive fire, façade and fit-out works sequence.

3.6 Vehicle movements

Vehicle movements to and from the site will occur throughout demolition, earthworks and construction.

Vehicle access routes and projected frequencies of truck movements associated with the demolition, earthworks and construction phases are described in the Construction Traffic Assessment and draft Construction Traffic Management Plan for the project.

3.7 Operating hours

As noted in the AEE, it is anticipated that construction hours will generally be between 7am – 6pm, Monday to Friday (excluding public holidays) and 8am – 5pm Saturdays.

Construction hours may be extended to 6.30am – 10.30pm Monday to Friday (excluding public holidays) and 7am – 11pm on Saturdays and public holidays to enable high noise works to occur outside of normal office hours.

Demolition outside of these hours is likely required during the removal of the pedestrian footbridge over Lower Hobson Street and vehicle overpass ramp over Customs Street West to minimise disruption to the road network.

4 Environmental Setting

4.1 Overview

This section of the DMP describes the environment surrounding the Site in terms of meteorological influences on the transport of air contaminants and sensitivity of adjacent activities to those discharges.

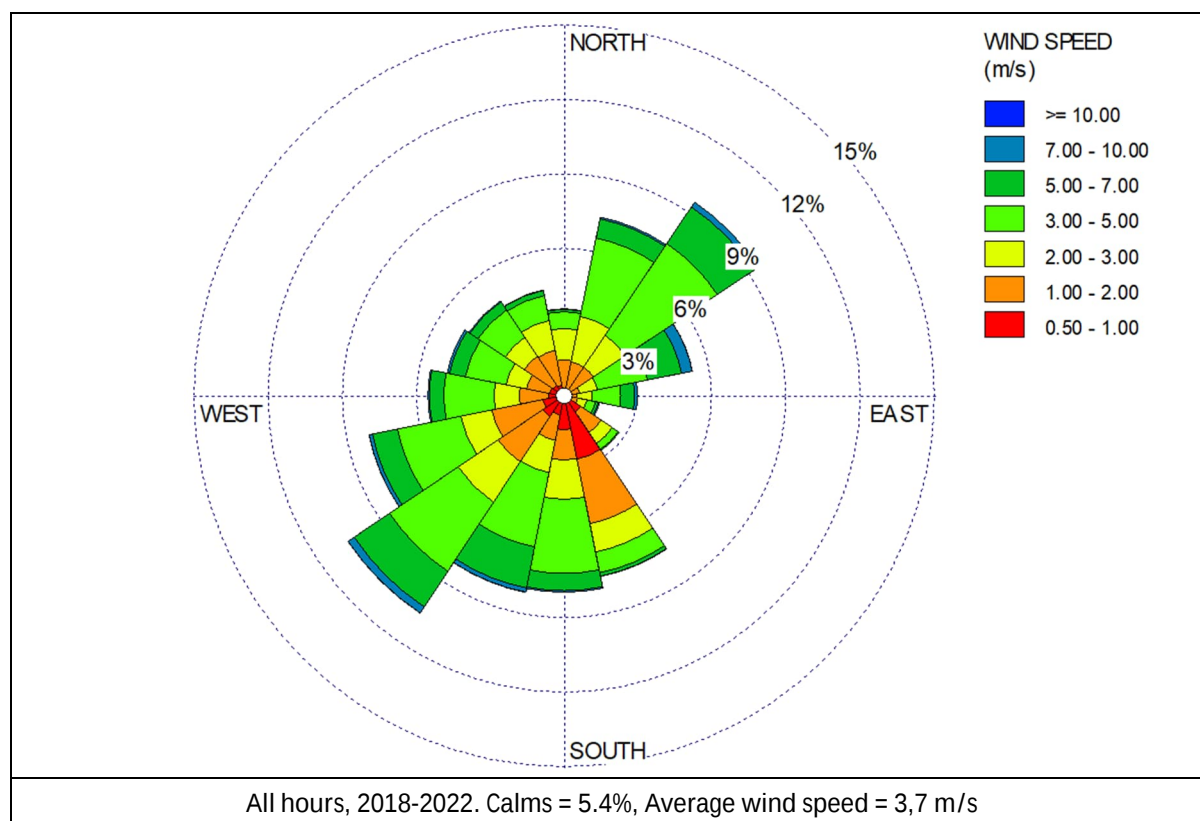
4.2 Local meteorology

Figure 4.1 shows wind roses of wind speeds and directions measured at the NIWA weather station at the Auckland Museum of Transport and Technology (MOTAT), Western Springs.

The weather station is located approximately 4.2 km southwest of the Site. Wind measurements at this station are likely to be generally representative of overlying wind conditions in central Auckland as it is relatively free from nearby obstructions or eddies created by adjacent buildings.

Although tall buildings and topographical features in the area will alter localised wind conditions, the wind direction frequency trends illustrated below are likely to be broadly similar to those experienced at the site.

Based on the wind roses in Figure 4.1, winds are predominantly from the southwest and northeast, and therefore sensitive locations to the northeast and southwest of the site, respectively, are likely to be most frequently exposed to any off-site dust emissions from site activities. The amount of dust generated also largely depends on if conditions are dry, and the wind speeds, with faster wind speeds increasing effect of wind erosion and the distance that the dust travels.



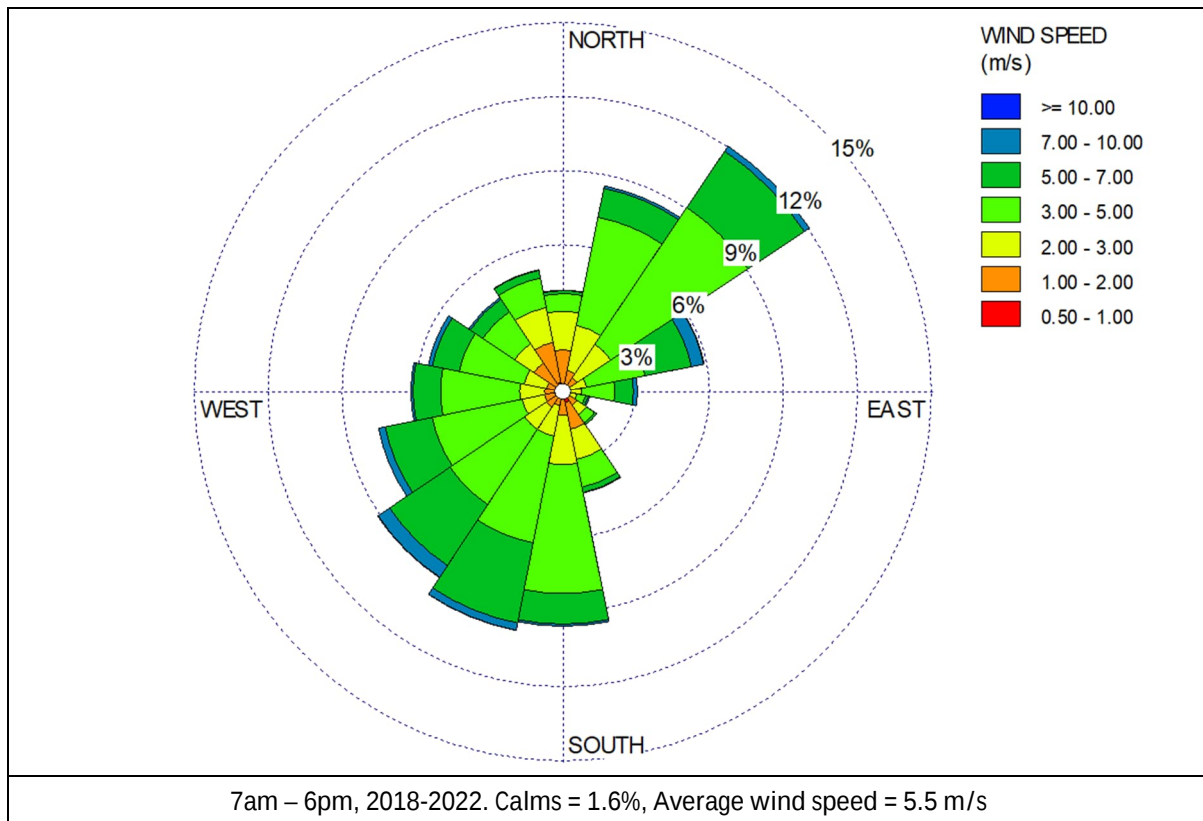


Figure 4.1: Wind rose frequency analyses of wind speeds and directions at the Auckland MOTAT weather station for 2018 to 2023 (inclusive), all hours and operating hours. Source: NIWA Cliflo database.

Figure 4.2 shows that the expected drier months are during summer, when wind speeds also tend to be higher. Over the year winds from the southwest, which will transport any emitted dust towards sensitive receptors to the northeast of works activities, are relatively frequent over the Auckland Isthmus. Northeast winds become more frequent over summer months.

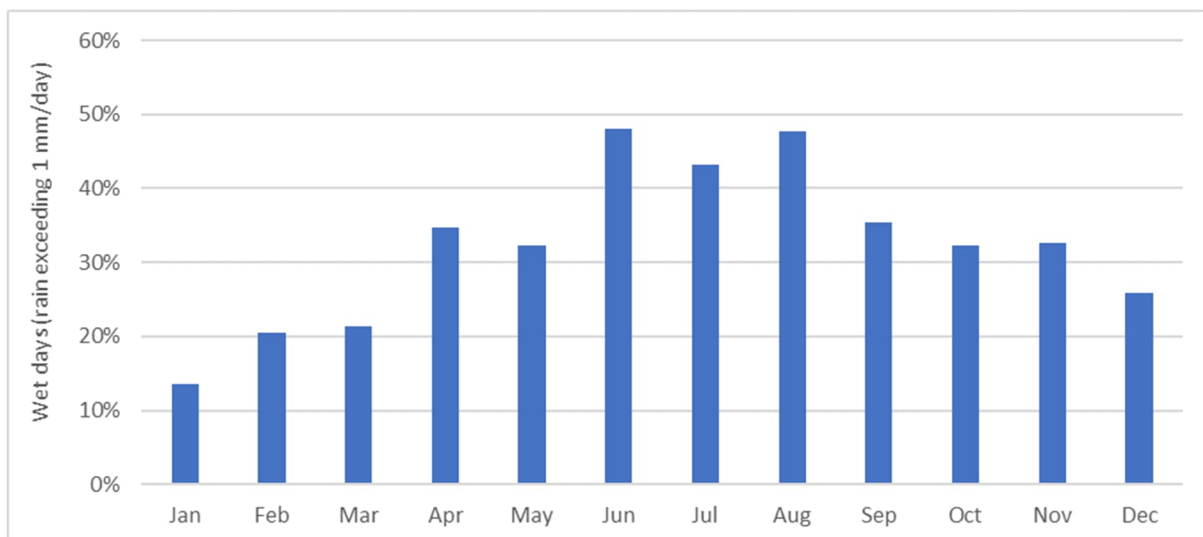


Figure 4.2: Percentage of wet days (rain exceeding 1 mm) over each month of the year at MOTAT (2018-2022). Source: NIWA Cliflo database.

4.3 Sensitive receptors

The Site is located in a mixed use (City Centre) zone, in Auckland City Centre, so features a range of adjacent activities.

Nearby activities that may be sensitive to dust nuisance include:

- M Social Hotel on the northern boundary of the site.
- The Sebel Hotel to the west of the site across Lower Hobson Street.
- Commercial, office and hospitality in the AON House building and the HSBC tower building on the eastern boundary of the Site, both sites are owned by Precinct.
- Hospitality at the Viaduct Harbour to the west of the Site.
- Recreational facility (the Auckland Tepid Baths) to the southwest of the site.
- Pedestrian access and parked vehicles along neighbouring roads.

5 Discharges to air

The main discharge to air from the demolition activities will be dust. Dust has the potential to cause nuisance or soil property if deposited in sufficient quantities in the environment.

Fine particles present in dust emissions have the potential to affect respiratory health while suspended in air. Fly ash and cement used in grout and concrete may contain respirable crystalline silica (RCS), which can also have respiratory health effects with sufficiently high exposure.

The main sources of nuisance dust emission along the project are:

- Demolition activities, such as
 - Knocking down and breaking up of building material including plasterboard and blockwork, and
 - Cutting, breaking and crushing of concrete;
- Handling of spoil, aggregate and other solid materials;
- Wind erosion of spoil and other stockpiled material; and
- Vehicle movements over unsealed surfaces and spilled material.

The major factors that influence dust emissions are:

- Wind speeds across the Project - pickup of dust from exposed surfaces occurs at windspeeds above 5 m/s and increase as windspeeds rise;
- The percentage of fine particulate in the material;
- Moisture content of material;
- The area of exposed surfaces;
- Disturbances such as vehicle movements and material handling activities; and
- The height of the dust source above the surrounding ground level.

Other minor discharges to air could include:

- Combustion emissions from vehicles, equipment or stationary engines on site, which can affect respiratory health in the environment with sufficient exposure.

6 Management procedures

6.1 Approach to dust management

A range of routine measures will be used to manage and mitigate the effects of discharges of dust emissions during the demolition activities. An adaptive approach to management of dust, including additional mitigation may be required if:

- Monitoring indicates that abnormal discharges of dust are occurring;
- Weather conditions are changing such that dust or odour discharges are more likely; and / or
- Complaints are received regarding discharges of dust or odour.

If the available mitigation methods are unsuccessful in controlling discharges (i.e. dust) that cause significant adverse effects on receptors beyond the site boundary, the activities causing the discharge shall be suspended until adequate mitigation can be put in place.

6.2 Dust mitigation measures

Dust management measures are specified Table 6.1 and will be used as required across the Project, depending on the demolition and construction activities undertaken, weather conditions, and proximity to sensitive receptors. The list is not necessarily exhaustive, and additional methods may be implemented during demolition to provide further control. The

Alternative methods may be employed after the effectiveness of those methods is demonstrated and this DMP should be updated accordingly.

Table 6.1: Dust mitigation procedures

Source of dust	Control
Demolition	• Internal fittings are to be stripped out prior to demolition of structural and exterior elements. • Use of water sprays to dampen material prior to and during demolition. • Only wet cutting of concrete is to be undertaken. • Any breaking of concrete should be done under wet conditions (such as a water spray or fog cannons directed at where the breaking is occurring). • Containment of the carpark building demolition works through scaffolding of each building façade and envelopment with shade cloth.
Stockpiles (including material placement and removal)	• Store stockpiled material containing a high content of fine material indoors or undercover where practicable. • Locate and orientate outdoor stockpiles to maximise wind sheltering and separation from sensitive off-site activities as far as practicable. • Dampen, cover or stabilise inactive stockpiles if they are producing visible dust emissions. • Limit the height of stockpiles to reduce wind entrainment as far as practicable. • Minimise handling of stockpiled material and drop heights to stockpiles during unloading to decrease potential for dust generation.
Handling of dry material	• Avoid handling (including loading or unloading) of material during windy conditions in locations where dust may be emitted beyond the site boundary, where practicable. • Cover loads of dry fine materials. • Minimise drop heights when loading and unloading dry material.

Source of dust	Control
	• Use enclosed chutes and conveyors for material to be dropped to lower levels as well as covered skips.
Earthworks	• Limit the extent of excavation and material handling activities in exposed areas where material is dry, as far as practicable. • Limit drop heights of material during handling, including from any conveyor transfer points. • Stabilise exposed areas not required for construction, access or parking, along with completed fill and spoil areas as soon as practicable. • Remove excavated spoil from site on a regular basis. • Maintain surfaces of active earthworks areas in damp condition during dry weather. Where material to be excavated is dry, this should include pre-watering of surfaces, prior to excavation allowing enough time for moisture to penetrate.
Construction	• Only wet cutting of concrete is to be undertaken. • Concrete grinding or scabbling is only to be undertaken with either wet suppression or on-tool air extraction systems in operation. • Bagged fine power materials ensure bags are to be sealed after use and stored appropriately to prevent dust emissions.
Vehicle movements	• Limit vehicle speeds on site to no more than 20 km/h. • All vehicle engines are to be switched off when stationary (no idling on-site). • Limit load sizes to avoid spillages. • Cover loads of fine materials leaving or entering the site. • Minimise on-site travel distances through appropriate site layout and design. • Sealed access routes are to be cleaned with a vacuum sweeper truck whenever inspections (regular or in response to complaints) identify surface accumulation of dust material. • In dry conditions (e.g. less than 1 mm of rain in the preceding 48 hours), maintain vehicle accessways in regular use in damp condition through surface watering (e.g. with water carts or fixed irrigation). • If water suppression is ineffective, synthetic dust suppressants (excluding used oil-based suppressants) may be used as an alternative.
Miscellaneous	• Installation of construction hoardings around the perimeter of the site from demolition through to construction phases. • Planning of site layout so that dust generating activities are located away from sensitive receptors where practicable. • Site personnel trained in dust management controls. • Monitoring of site conditions (weather/soil conditions) to anticipate and prevent dust effects. • Limiting operations which have the potential to cause high dust during high wind events. • Use of water cart and sprays to keep surfaces damp as required near sensitive receptors. A critical part of this control measure is identification of a sufficient water supply at the site for this purpose with adequate volume. • Use of wind break fences. • Cleaning paved surfaces if affected by tracking of transported dust.

6.3 Review of dust mitigation

When site operators are alerted to a potential off-site dust nuisance through the monitoring techniques described in Section 7 of this DMP, or as a result of a complaint from a third party, the Environmental Manager will undertake a review of site activities to determine the source of the dust and implement further mitigation measures as required in order to reduce the dust generation to acceptable levels.

In general, the additional mitigation will be those measures set out in Table 6.1. Once the additional mitigation has been implemented the Environmental Manager will review the monitoring data to ensure that it has been effective.

6.4 Control of engine exhaust emissions

The following key actions shall be carried out to manage potential off-site impacts of exhaust emissions from vehicle and stationary engines:

- All engines used on the site will be maintained at least in accordance with manufacturers' requirements;
- Where excessive exhaust smoke is identified from any engine, it is to be serviced as soon as is practicable and the vehicle or piece of equipment is to remain out of service until such maintenance has been completed; and
- Unless warm-up or turbo maintenance procedures require it, vehicles should not be left idling while parked or unattended.

6.5 Dust contingency measures

As discussed in Section 6.2, a range of standard dust controls will be used to manage and mitigate dust effects during demolition activities of the Project. Additional mitigation may also be required in the event that:

- Monitoring indicates that significant dust emissions are occurring;
- Weather conditions are changing such that dust emissions are more likely; and / or
- Complaints are received regarding dust.

In the event of significant on-going dust emissions that are unable to be mitigated through the measures described in Section 6.2, the Environmental Manager shall investigate the implementation of dust contingency measures. The suggested dust contingency measures are presented in Table 6.2.

Table 6.2: Dust contingency measures

Source	Contingency measure
Dust generating activities at any location within 100 m of sensitive receptors.	• Install windbreak fences around dust generating activities where practicable. • Additional visual inspections of dust generating activities for visible dust emissions beyond the site boundary. • Ensure availability of water as dust suppressant should visible emissions arise.
Dust discharges cause excessive deposition / soiling at sensitive receptors	• Stop activities that are generating dust until mitigation is reviewed, and additional mitigation is in place.

Source	Contingency measure
Forecast high winds (greater than 5 m/s) in dry conditions	• Limit the activities that generate dust within 200 m of downwind sensitive activities. • Additional visual inspection of exposed areas and activities. • Assess the need for additional controls such as increased water application rates.
Forecast high winds (greater than 10 m/s) in dry conditions	• Stop activities that generate dust within 200 m of downwind sensitive activities until wind eases.
Visible dust discharges from stockpiles / areas of uncovered soil near sensitive receptors	• Dampen stockpile or exposed area of soil. • Cover or stabilise area to reduce dust generation.

7 Monitoring requirements

7.1 Monitoring approach

The overall approach to dust ~~control monitoring is focusses largely based on visual inspection and monitoring, supported by instrumental monitoring and investigation in responses to community feedback (in the form of good management of the demolition areas, or complaints received).~~

Good dust management practice focusing on proactive measures will aid in avoiding significant dust emissions, however if dust emissions do occur, the monitoring will help to identify such occurrences and enable a prompt response.

7.2 Visual inspection and monitoring methods

Visual monitoring of dust across all areas of the site where dust generating activities are in progress will be undertaken on a daily basis, or more frequently if conditions change.

Weather forecasts should also be checked daily (wind speed, wind direction and rainfall) to assist in managing site activities and implementing the appropriate dust controls.

Table 7.1 describes the nature and frequency visual dust monitoring activities to be undertaken during demolition. In the event that dust deposits or visible dust plumes are observed at or beyond the site boundary, the findings of the visual inspections are to be recorded in the daily dust inspection log as set out in Appendix A.

Table 7.1: Visual dust monitoring programme

Monitoring activity	Frequency*
Inspect land adjacent to the site, exits and adjoining roads for the presence of dust deposition and/or accumulation of dust material.	Daily
Observe weather conditions including wind and rain.	Daily and as conditions change
Inspect all exposed un-stabilised surfaces for dampness and that the extent of those areas is being minimised.	Daily and as conditions change
Inspect stockpiles for dampness and height of no more than 3m (or appropriately stabilised).	Daily and as conditions change
Inspect dust generating activities for effectiveness of dust management measures and avoidance of visible dust emissions beyond the boundary of the site.	Daily and as new activities commence
Inspect watering systems (sprays and water carts) to ensure equipment is maintained and functioning to effectively dampen exposed areas.	Weekly
Inspect dust generating activities and check surfaces are being maintained in a visibly damp condition, and dust and particulate matter emissions are minimised.	Where weather conditions are dry and wind speeds exceed 5 m/s
Inspect wheels of all trucks exiting the Site to public roads for evidence of tracked material (to be washed and removed as required)	All truck departures
Check for dust on local roads being used to access the site.	Daily
Inspect vehicle exits to ensure that wheel inspection and washing is effective and dust or sediment laden water is not being tracked off site by vehicles.	Daily

Monitoring activity	Frequency*
Inspect sealed vehicle access routes within the Site for deposition of material (to be removed via vacuum sweeper truck)	Daily
Inspect watering systems (sprays and water carts) to ensure equipment is maintained and functioning to effectively dampen exposed areas.	Weekly

* The frequency of site inspections may need to be increased when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

7.3 Instrumental dust and wind monitoring

7.3.1 Instrumental monitoring method

During structural demolition of the car park building and attached overpass and footbridge, continuous instrumental monitoring of ambient particulate concentrations and wind conditions at or adjacent to site boundary locations must be undertaken.

The purpose of the monitoring is to provide continuous feedback on the efficacy of dust management measures during demolition activities.

The instrumental monitoring must include the following:

- Monitoring of ambient air concentrations of PM₁₀ or Total Suspended Particulate (TSP) must be conducted at two or more separate locations during the structural demolition of the car park building and attached overpass and footbridge. Wind speed and direction must be measured at one or more locations during this period.
- As the purpose of ambient particulate monitoring is not for the purpose of determining compliance with the Resource Management (National Environmental Standards for Air Quality) Regulations 2004, the monitoring methods do not need to accord with the reference methods specified in Schedule 2 of the regulations. Methods can therefore include optical monitoring methods.
- Monitoring locations are to be certified by Auckland Council prior to installation via the process described in section 7.3.2 below and subsequent relocation of monitors is only to occur with the prior written approval of Auckland Council.
- 1-minute and 15-minute averages of monitored parameters must be recorded and retained for at least 12 months following measurement. Recorded data is to be provided to Auckland Council in writing within 5 working days of a written request.
- Rolling 1-hour average concentrations are to be calculated on an ongoing basis during monitoring and for comparison with the trigger levels set out in section 7.3.3.
- Installation, maintenance and manual calibration of monitoring instruments must be undertaken by a suitably qualified and experienced person and in accordance with the instrument manufacturer's specifications.

7.3.2 Certification of monitoring locations

Particulate matter monitoring is to occur at two separate monitoring locations (at a minimum) either downwind or upwind of demolition activities in the prevailing wind direction (i.e. to the northeast or southwest), or adjacent to sensitive receptor activities beyond the site boundary.

Wind is to be monitored at one location (at a minimum), ~~at a location~~ that is representative of wind conditions across the site, where practicable.

Particulate matter and wind monitoring locations must be considered and identified in advance of demolition works commencing. A written summary of the identified proposed monitoring locations

is required to be submitted to Auckland Council for certification at least 10 working days prior to the commencement of demolition activities.

Should the certified monitoring locations require modification (e.g. as a result of demolition works progression or changes in local environmental circumstances), written approval from Auckland Council must be obtained for the modification before relocation occurs.

7.3.3 Dust Trigger Levels and Alerts

Dust monitoring results are to be compared with trigger levels to indicate where dust levels may have the potential to cause adverse air quality effects and where modification to dust management measures may be required to avoid this outcome.

In the first instance, trigger levels published by the Ministry for the Environment (MfE)⁸ are adopted as operational dust trigger levels. The trigger level values are described in Table 7.2.

Table 7.2: Dust Trigger Levels

Discharge	Trigger Level
Dust monitoring*	MfE recommended trigger values for PM ₁₀ concentrations: 150 µg/m³ (rolling 1-hour average)*

* The MfE recommended trigger values do not relate specifically to rolling averages, which are specified in this case to provide instantaneous feedback on dust levels.

Electronic alert notifications of measured exceedances of the trigger levels specified in in Table 7.2 must be automatically distributed (e.g. via SMS and email) to the relevant persons responsible for managing dust, including but not limited to:

- [Relevant persons to be confirmed following engagement of contractor responsible for demolition works].

The dust monitoring trigger levels should be reviewed through regular (at least quarterly) review of monitoring results. The regular review should include comparison with:

- The trigger alerts specified in Table 7.2;
- Visual monitoring records;
- Dust complaints.

If review of monitoring results indicates the triggers specified in Table 7.2 have not provided suitable indication of potential adverse air quality effects, the triggers may require modification.

⁸ Ministry for the Environment. 2016. *Good Practice Guide for Assessing and Managing Dust*: Ministry for the Environment.

8 Complaints

8.1 Overview

Although the mitigation measures described in this DMP are aimed at avoiding discharges to air, complaints may be received by members of the public. It is important to ensure that any complaints are recorded and promptly investigated to identify and resolve the cause of the complaint. The requirements and procedures relating to complaints are detailed below.

8.2 Receiving and recording complaints

A complaint may be received from a member of the public via the following:

- Direct call to the Project complaint contacts detailed in Table 8.1 ~~Table 8.1. main works Hotline.~~
- Complaint received by Auckland Council which notifies the Site of the complaint.
- Written or email correspondence (including via the Project complaint contacts detailed in Table 8.1 ~~Table 8.1).~~

Table 8.1: Project complaint contact details

Role	Contact details
<u>Contact details to be confirmed following engagement of contractor and prior to commencement of</u>	

In all circumstances, correct and accurate information needs to be recorded by the person receiving the complaint in order to help investigate the cause of the complaint, and ensure appropriate mitigation has or will be undertaken.

Any complaints received should be recorded in a complaints file, and an investigation undertaken as outlined in the Section 8.3. The following guide should be followed when a complaint is received:

- Record the details provided about the incident by the complainant.
- The name and contact details of the person(s) who raised the complaint (unless they elect not to provide this).
- Acknowledge receipt of the concern or complaint and assure that an initial response shall be undertaken within 24 hours of receiving a complaint and resolved as soon practicable.
- Known demolition activities at the time and in the vicinity of the complainant during the concern or complaint period.
- Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity, to ensure that dust mitigation measures are effective in controlling dust emissions, and that there are no significant impacts on the surrounding environment, to the satisfaction of Auckland Council and the complainant.
- Weather conditions at the time of the concern or complaint, including wind direction.
- Reporting of the investigation in the complaints file.

8.3 Investigating complaints

The investigation of all complaints relating to air discharges will involve the following:

- Information about the incident as described by the complainant.
- Weather conditions at the time of the complaint, including wind direction and speed, and rainfall (if any).
- Reporting the findings and recommendations.
- Actions and time taken to close-out complaint.
- Communication with the complainant.
- Ensure reporting of the investigation is recorded in the complaints file.

An investigation of the complaint will require the Environmental Manager to visit the location where the complainant observed the impact and make visual observations in relation to the reported impacts and adjacent and upwind activities occurring on site. This may also include going to the location where the complainant observed the impact.

The site health and safety procedures must always be followed during the complaint investigation procedure.

8.4 Reporting of discharge to air incidents

Auckland Council is to be notified of any significant discharge to air from Project demolition or construction works, which results in or has the potential to cause significant adverse effects on the environment or result in a breach of Conditions 101, 102 or 103 (reproduced in section 1.3 and Appendix A).

The notification of the discharge incident to Auckland Council must occur as soon as practicable after incident has been identified and the following information is to be supplied:

- a. Details of the nature of the discharge;
- b. An explanation of the cause of the incident; and
- c. Details of any remediation action taken.

9 Training

Following the engagement of the Contractor and prior to the commencement of demolition and construction, training requirements for staff relating to the contents of this DMP are to be specified in an update to this section of the DMP.

Training requirements are to include the mitigation methods to be used, frequency of training and where training records are to be kept.

910 Applicability

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

We understand and agree that our client will submit this plan as part of an application under the Fast-track Approvals Act 2024 and that an Expert Panel as the consenting authority will use this report for the purpose of assessing that application. We understand and agree that this report will be used by the Expert Panel in undertaking its regulatory functions.

Tonkin & Taylor Ltd
Environmental and Engineering Consultants

Report prepared by:

Authorised for Tonkin & Taylor Ltd by:

.....
~~Caitlin Dalzell~~ Jason Pene
Principal Environmental Engineer

.....
Peter Millar
Project Director

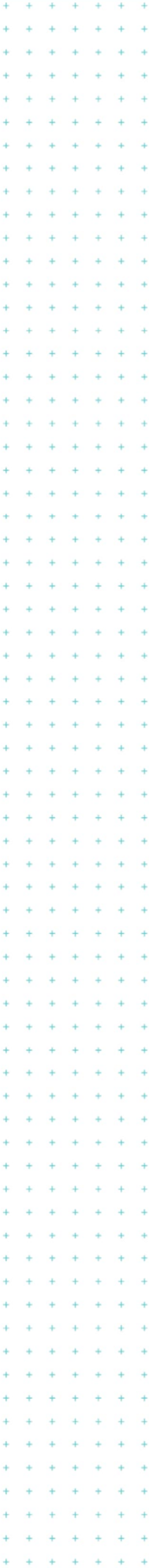
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Appendix A Relevant conditions of consent

To be updated following the decision on the FTAA application.

~~Appendix A~~Appendix B Dust inspection log



Groundwater RFI responses 20 February 2026

Auckland Council RFI (5 February 2026)	T+T Response (20 February 2026)	Status
1 The total settlement profile for the Hobson St Flyover, presented in Appendix I of the GAR, has been prepared using the mechanical ground settlement profiles for “Section 1”, i.e. 800 mm diaphragm wall constructed top down. It is noted that the southern part of the flyover is also located adjacent to the “Section 2” wall design, i.e. 800 mm diaphragm wall constructed bottom up. Please provide an additional total settlement profile for the southern part of the Hobson St flyover where located adjacent to the “Section 2” wall and provide comment on the predicted settlement effects (both total and differential) on the structure at this location. Please also provide an assessment of differential settlement between wall typologies, i.e. at the interface between “Section 1” and “Section 2”.	See updated settlement profile for the Hobson Flyover. This shows a minor increase in total settlements from 10mm to 14mm, with a similar scale reduction in differential settlements from ~1(v):1400(h) to ~1(v):1800(h). We still consider the risk to the structures remains low, based on the both the predicted movements, and the nature of the structure being founded on pile foundations. The interface between Sections 1 and 2 is expected to experience a gradual transition in ground movements rather than a discrete step. The predicted differential settlement between the two wall typologies is approximately 4 mm at the location of the flyover, which is considered negligible. Consequently, any associated angular distortion along the flyover alignment is expected to remain within acceptable performance limits for the structure.	Closed
2 Please provide a total settlement profile for the Watermark building.	The settlement profile presented in the report was based on the plot for 204 Quay St – as these buildings are similarly offset from the basement. However, noting this building extends across both top-down and anchored wall options (as per Item 1 above), an additional settlement profile has been attached, adopting the anchored wall (Section 2) profile. This shows a similar increase in total settlements from 4mm to 7mm, with differential settlements predicted to remain well above 1(v):5,000(h). There is no change to our predicted effects on this structure, which remains very low.	Closed
3 Please revise the alert and alarm values in Table 4.1 of the draft GSMCP as below: Alert and alarm values for the top of the northern boundary retaining wall have been set at 15 mm and 20 mm respectively, while the GAR indicates that the top of the wall will deflect approximately 2 mm. Please revise the alert and	Reduced alert and alarm thresholds of 8 mm and 10 mm, respectively, are proposed for the top of the northern boundary retaining wall. These values reflect the lower estimated deflections expected across the top down wall section, while allowing for practical monitoring considerations: - Given the typical survey tolerance of ± 2 mm, lower trigger limits would be impractical and may lead to false alerts arising. The recommended levels reflect the tolerances of the structures and generally accepted criteria applied.	Closed

	alarm values to reflect the predicted wall movement.	- Additional movements at the top of the wall up to 10 mm are not expected to result in adverse effects on neighbouring structures. As shown in the combined settlement effects plots, the more significant differential settlement occurs within approximately 0 to 10 m of the wall due to the high restraint stiffness of the top down system. Should this restraint prove lower than predicted, the resulting ground response would be more uniform, thereby reducing differential effects and avoiding any increased risk to adjacent buildings.	
3b	Inclinometers IN01 to IN03 are proposed around the northern perimeter of the basement where the "Section 1" diaphragm wall is proposed. The inclinometer alert and alarm values have been set at 20 mm and 25 mm respectively, while the GAR indicates that the maximum wall deflection along "Section 1" is predicted to be 18 mm. Please revise the inclinometer alert and alarm values to reflect the predicted wall movement.	Propose to reduce these to Alert = 18mm and Alarm = 20mm to align with the predicted movements	Closed
4	Please justify the proposed "ground survey pin" alert and alarm values provided in Table 5.1 of the draft GSMCP as the alarm values exceed the predicted ground surface movement.	Propose the following revisions to ensure alert and alarm values are consistent with the predicted ground surface movement: - Lower Hobson St – predicted movements of up to 16mm. Alert & Alarm levels at 15 & 18mm. - Customs St West & Accessway – predicted movements of up to 10mm. Alert level at 9mm, Alarm Level at 12mm	Closed
5	As general advice, we note that Section 6.3 of the draft GSMCP appears to be a duplicate of Section 6.1 and recommend that Section 6.3 be removed for clarity.	Noted – will be removed.	Closed