7 May 2026

Attention: [redacted]

Downtown Carpark
Redevelopment Project Fast-track Application,
Environmental Protection Authority
Private Bag 63002
Waterloo Quay
Wellington 6140

By email to: substantive@fasttrack.govt.nz

WRITTEN COMMENT BY BODY CORPORATE 199380 (THE SEBEL) ON THE DOWNTOWN CARPARK REDEVELOPMENT PROJECT FAST-TRACK APPLICATION

1. Contact Details			
I have authority to comment on the application on behalf of those named on this form.			
Organisation Name	**Body Corporate 199380 (The Sebel)**		
First Name	Stephen		
Last Name	Williamson		
Postal address	P.O. Box 34, Pukekohe, Auckland 2340		
Home Phone / Mobile Phone	[redacted]	**Work Phone**	[redacted]
Email:	[redacted]		

2. We will email you draft conditions of consent for your comment			
☒	I can receive emails and my email address is correct	☐	~~I cannot receive emails and my postal address is correct.~~

1. Body Corporate 199380 (The Sebel) welcomes the opportunity to comment on the application. It does not oppose the redevelopment of the Downtown Carpark site. However, it wishes to bring to the Panel's attention matters relating to noise and vibration effects on the Sebel from demolition and construction and potential access effects for the Sebel and its clients caused by construction traffic management.

2. We have focussed our comments on these concerns.

3. **Enclosed** with this written comment are:

   (a) A letter from Janette Campbell, barrister for The Sebel.

   (b) A statement of Stephen Williamson, the Sebel's Chairperson.

   (c) A noise and vibration report prepared by the Sebel's acoustic expert, Jon Styles from Styles Group Holdings Ltd.

(d) Conditions of consent sought. The conditions were prepared by the Sebel's planning expert, Ross Cooper from Tattico.

4. The Sebel was invited by the Panel to provide written comment on the Application as an owner of land treated as adjacent to the development site under s 53(2) of the Act. That land is the common area located in 85-89 Customs Street West. This comment is also made on behalf of the owners and occupiers of the Sebel invited to provide written comment.

5. The concerns set out in this comment are informed by discussions with stakeholders in the Viaduct Harbour.

Yours faithfully

Stephen Williamson

On behalf of Body Corporate 199380

Enclosures overleaf.

JANETTE CAMPBELL
BARRISTER
BA/LLB (Hons), LLM (UC Berkeley)

7 May 2026

Expert Panel
Downtown Carpark Redevelopment - Te Pūmanawa o Tāmaki [FTAA-2512-1158]

Dear Expert Panel

IN THE MATTER OF AN APPLICATION BY PRECINCT PROPERTIES LIMITED IN RELATION TO 'THE DOWNTOWN CARPARK REDEVELOPMENT - TE PŪMANAWA O TĀMAKI' [FTAA-2512-1158] (APPLICATION)

1. I act for Body Corporate 199380 The Sebel (**The Sebel**), owner of common property at 85-89 Customs Street West (**The Sebel**). This letter accompanies The Sebel's written comment. Its purpose is to provide further context to the engagement between The Sebel and Precinct and the transport and noise and vibration matters which are of concern to The Sebel.

2. The Sebel's written comment includes a revised set of conditions, a statement from Stephen Williamson (the Chairperson of The Sebel), and an acoustic and vibration report by Jon Styles of Styles Group Limited. The transport-related conditions are supported by advice from The Sebel's transport expert, Don McKenzie of Don McKenzie Consulting Limited, and planning consultant, Ross Cooper of Tattico Limited. A statement of Mr Cooper's experience is attached to this letter and Mr Styles' experience is stated in his report.

3. The conditions requested are marked in yellow highlight and underline. These primarily relate to transport and community liaison group matters. In relation to noise and vibration management, the Styles Group report identifies serious shortcomings in the current approach . Mr King from Marshall Day has conceded in discussions with Mr Styles that alterations in approach are required and accordingly Precinct has indicated that a further set of conditions will follow in its comments in response under s 55(2). Because of the scale of changes required, the Sebel has not at this stage put forward specific drafting of noise and vibration conditions. Instead, it has provided Mr Styles' view of the type of changes that are required to appropriately manage noise and vibration. The Sebel is available to review Precinct's revised conditions by request of the Panel or through the process under s 70 of the FTAA.

Consultation

4. The Panel will no doubt be aware that the Downtown Carpark Redevelopment started its consenting journey through the standard resource consenting process under the Resource Management Act 1991. The Sebel was a submitter and had engaged experts to prepare evidence when Precinct withdrew the application in June 2025.

5. Following the withdrawal of the resource consent application, and through this (and the previous) fast-track process, The Sebel (along with a number of Viaduct Harbour bodies corporate and Docklands Management Limited) engaged with Precinct on conditions to appropriately control the way in which development would occur and impact on the Sebel (among other neighbours). That engagement involved informal caucusing between The Sebel's and Precinct's transport and acoustic experts, a without prejudice meeting to discuss proposed conditions, and exchanging of proposed conditions of consent.

6. Precinct has adopted many of The Sebel's requested changes to its originally proposed conditions. The purpose of The Sebel's written comment is, therefore, to ensure Precinct's commitments continue through to the final conditions suite, if resource consents are granted, and to seek further revisions regarding matters of detail and location (i.e. whether the substantive commitments should be recorded in a condition or a management plan).

7. The Sebel would appreciate an opportunity to comment on any conditions of consent and signals that it will review those conditions to ensure agreements made by Precinct through informal consultation are carried though to any final conditions suite.

Noise and vibration

8. The Sebel is located directly opposite the Application site, across Lower Hobson Street. It is a mixed-use unit title development made up of residential apartments and five restaurant / hospitality businesses. Approximately 100 of the apartments are managed by Accor Australia & New Zealand Hospitality Pty Limited (**Accor**) under the 'The Sebel' hotel brand. The other approximately 44 residential apartments are privately managed as short-term accommodation or lived in by permanent residents. The hotel, short-term accommodation apartments and permanent residents will be most affected by noise and vibration. Approximately 40 rooms face Lower Hobson Street and the construction site.

9. Construction noise that disrupts the guest experience can directly harm The Sebel's reputation and could, over the five-and-a-half-year construction term, result in a tangible loss of business. Repeat customers will choose other hotels and guests disrupted by noise will spread this through online review platforms.

10. As Mr Williamson's statement explains, there are things that The Sebel can do to mitigate the impact of noisy activities. These actions rely on reliable two-way communication between The Sebel, Accor, and the consent holder about when high-noise-generating activities are going to occur. Early and effective communication may mean The Sebel can take steps to reduce disruption to its customers. A community liaison group is inadequate for these high-noise generating activities.

11. As currently drafted, Precinct's conditions require construction activities to comply with the relevant noise and vibration standards only insofar as practicable.[1] If a construction activity cannot meet the standard, then the consent holder will schedule it to the Construction Noise and Vibration Management Plan (**CNVMP**) after it follows a process that includes adopting the best practicable option.[2]

12. The proposed "scheduling" process needs appropriate controls. Amongst other things, the conditions delegate a wide discretion to Precinct to decide the best practicable option, without any oversight or certification from Council. The Sebel's concern is that the cost component of the best practicable option will drive decision making unless proper controls, consultation, and certification are required. Construction projects typically involve financial incentives and penalties for meeting deadlines, making it structurally inappropriate for the consent holder to self-assess practicability.

13. Conditions of consent must be certain, enforceable, and must properly define the scope of the adverse effects they authorise.[3] Permitting the effects of construction activities to be addressed as they arise (to be determined by management plans, without oversight from the Council as a certifier that the Scheduled activity meets the applicable objective) amounts to an unlawful delegation of the consent authority's responsibilities.[4]

14. As recorded in Marshall Day Acoustics' Acoustic Assessment Addendum dated 1 April 2026, The Sebel's acoustic expert Mr Styles[5] met with Mr Shaun King from Marshall Day to discuss conditions of consent, resulting in several recommendations to change the acoustic assessment and conditions of consent relating to the scheduling process. The revisions are a positive step in the right direction. Mr Styles has reviewed Marshall Day Acoustics' Addendum and provides his comments in section 4.0 of his report enclosed with this written comment.

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1 Conditions 65 and 57 of Appendix 24.

2 Condition 70 of Appendix 24.

3 Environment Court Practice Note 2023 at 10.4(e). *Ferguson v Far North District Council* [1999] NZRMA 238 at 244. *Crest Energy Kaipara Limited v Northland Regional Council* (A132/09, 22 December 2009) at [227].

4 *Wood v West Coast Regional Council* [2000] NZRMA 193 (EnvC).

5 Mr Styles also acts for M-Social.

15. Mr Styles has several remaining areas of concern.[6] I discuss two of his further recommendations in this letter.

(a) The first recommendation is a triaging system for scheduling activities. The system would sort activities into three tiers: those that comply with the permitted standards (tier 1); those predicted to exceed the permitted standards (tier 2); and those that exceed the permitted standards but are not described or assessed in the application (tier 3).

(b) The second recommendation is a method for monitoring and measuring compliance with the relevant noise limits.

16. The scheduling process is a form of adaptive management. Adaptive management is available where the effects of an activity are uncertain at the time consent is granted. Where an applicant cannot accurately predict adverse effects, adaptive management allows consent to proceed and manages effects as they become clearer. It enables an initial small scale operation to gather data and thus enable better evaluation of the effects. Here, Precinct expects some construction works to exceed noise limits but does not know every instance where that will happen. The scheduling process allows noise effects to be assessed once it becomes known that a particular construction work will exceed the applicable limit. Because this is adaptive management, it must meet the legal tests for adaptive management.

17. The leading case on adaptive management is *Sustain Our Sounds Inc v The New Zealand King Salmon Co Ltd* [2014] NZSC 40. Before approving an adaptive management approach, the Supreme Court said it needed to be satisfied that:[7] there will be good baseline information about the receiving environment; the conditions provide for effective monitoring of adverse effects using appropriate indicators; thresholds are set to trigger remedial action before the effects become overly damaging; and effects that might arise can be remedied before they become irreversible.

18. The Court also said:[8]

> As to the threshold question of whether an adaptive management regime can even be considered, there must be an adequate evidential foundation to have reasonable assurance that the adaptive management approach will achieve its goals of sufficiently reducing uncertainty and adequately managing any remaining risk. The threshold question is an important step and must always be considered. As Preston C J said in Newcastle, adaptive management is not a "suck it and see" approach.

19. The triaging system is a sound solution. It sets limits that Precinct has committed to achieving (tiers 1 and 2), which allows the Panel to assess the scale of those effects with confidence that the consent holder must meet them. For effects that cannot be assessed in advance and that require adaptive management (tier 3), the system provides appropriate oversight and rigour to ensure effects are managed and unreasonable disruption is avoided. Without that rigour, the Panel cannot be reasonably assured that the scheduling process will reduce uncertainty and manage remaining risk.

20. In relation to Mr Styles' monitoring recommendations, the law requires triggers for a remedial response and monitoring against those triggers. The scheduling process must therefore require Precinct to set noise limits based on a predicted noise level after adopting the best practicable option. It must then measure actual compliance against that predicted level.

Transport

21. The Sebel's transport concerns are reasonably confined, but they are incredibly important to both The Sebel and the bodies corporate within the Viaduct Harbour that I act for.[9] Although the panel decided not to invite the Viaduct Harbour bodies corporate to comment on this application, the panel is not statutorily restricted from considering effects on them, or imposing conditions in relation to those

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6 Styles Group, Consulting Advice Note, dated 6 May 2026 at section 5.0.

7 Sustain Our Sounds Inc v The New Zealand King Salmon Co Ltd [2014] NZSC 40 [2014] 1 NZLR 673 at [133].

8 Sustain Our Sounds Inc v The New Zealand King Salmon Co Ltd [2014] NZSC 40 [2014] 1 NZLR 673 at [125].

9 Refer to my letter to the panel dated 26 March 2026.

effects. In any case, these transport effects are not exclusive to the Viaduct Harbour bodies corporate; they apply to The Sebel and its guests also.

Left turn access into Customs Street West

22. The Sebel's carpark access is located on Customs Street West, a one-way street. If the left turn access from Sturdee Street into Customs Street West is closed, permanent residents, visitors, trade suppliers and workers of the hospitality businesses will simply not be able to access The Sebel by vehicle. This would be a very significant adverse effect.

23. Precinct's planned road closures do not close this left turn.[10] However, given the severity of the effect on The Sebel, a condition confirming this is sought: see condition X8.

Heavy Vehicles in the Viaduct Harbour

24. Without appropriate controls, heavy vehicles may use the Viaduct Harbour as a staging zone. It would be very simple for them to take a left turn at Customs Street West and loop the Viaduct Harbour to buy time if they cannot gain immediate access to the site.

25. Heavy vehicles circulating the Viaduct Harbour streets would create a genuine safety risk and would significantly detract from the amenity of the precinct, which is a vibrant mixed-use area with a high volume of foot traffic from residents, hotel guests, and the patrons of hospitality businesses. The Panel need only walk the Viaduct Harbour Streets to understand that this would be unacceptable in an amenity sense and generate substantial additional safety risks.

26. The following Viaduct Harbour Precinct provisions are relevant:

    (a) Objective I211.2.(1): "An attractive public waterfront and world-class visitor destination that is recognised for its distinctive character, quality buildings, public open spaces, recreational opportunities, community and cultural facilities and events."

    (b) Objective I211.2.(3): "A safe, convenient and interesting environment, which optimises pedestrian and cycling use and improves connectivity within the precinct and to adjacent areas of the City."

    (c) Policy I211.3.(7): "Encourage an integrated network of attractive streets and lanes to increase pedestrian and cycling permeability and accessibility through the precinct."

    (d) Policy I211.3.(11): "Maintain the residential character and amenity values in Sub-precinct C by avoiding activities that adversely affect the residential character and its related amenity values."

27. Precinct's proposed conditions require a Construction Traffic Management Plan be prepared that achieves principles that include avoiding use of Quay Street and the Viaduct Streets as heavy vehicle construction route.[11] The Sebel seeks a condition of consent requiring this commitment, rather than leaving it to a management plan: see conditions X2 and X3.

East–west pedestrian access

28. Customs Street West is a key pedestrian route connecting the Viaduct Harbour precinct to the lower CBD. It is used daily by residents of The Sebel and the broader Viaduct Harbour community, by hotel guests on foot, and by the staff and patrons of the ground-floor hospitality tenancies. Maintaining an unimpeded footpath along Customs Street West is therefore essential to preserving safe and convenient east-west pedestrian connectivity during construction.

29. There is no alternative footpath on the northern side of Customs Street West that continues to the intersection with Albert Street. A pedestrian unable to use the Customs Street West footpath would

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10 Downtown Carpark Demolition and Construction Transport Assessment at Figure 11.

11 Appendix 24 at condition 27g.

need to detour significantly, either doubling back to the Fanshawe Street stairs or taking the ramp up to Fanshawe Street. Both options involve navigating multiple additional intersections.

30. The Fanshawe Street stairs are not a satisfactory alternative. They require the pedestrian to know where the stairs are located and then to navigate five separate intersections to reach Albert Street. This route is materially longer than the simple single crossing of Lower Hobson Street via Customs Street West.

31. The ramp located near the intersection of Customs Street West and Sturdee Street is also an unsatisfactory option. The ramp requires pedestrians to cross Sturdee Street, which is the primary route for heavy construction vehicles accessing the site.[12] That crossing poses an obvious safety concern for large volumes of pedestrian traffic. Additionally, my clients instruct me that the Sturdee Street ramp has persistent amenity and safety issues. It is regularly frequented by rough sleepers and other individuals whose presence has historically deterred pedestrian use. Previous attempts to address this have not been effective. The Sturdee Street ramp is therefore neither a practical nor safe substitute for the Customs Street West footpath.

32. Precinct has committed to maintaining the east-west connection.[13] The Sebel has sought a specific condition for it, including specifying the use of a gantry system to provide overhead protection for pedestrians. This pedestrian connection may only be closed during the Fanshaw overbridge works. See condition X5.

Princes Wharf access

33. Docklands Management Limited was part of the groups that Precinct consulted. It asks that access to Princes Wharf be kept open during the demolition and construction phases, except when closures for pedestrian overbridge works are acceptable following consultation with Docklands. The Princes Wharf intersection with Quay Street is the only way into and out of the Wharf. The intersection is used by tour coaches, shuttle vans, taxis, service and catering vehicles, and the private vehicles of residents, visitors and staff. The impact of closing the intersection for anything more than the shortest time periods, particularly during a cruise ship visit, would be severe.

34. The application and technical document indicate that Precinct does not intend to close the Princes Wharf/Quay Street signalised intersection during the demolition and construction phases. Conditions X6 and X7 embed an obligation to secure this position.

Community Liaison Group

35. The Community Liaison Group will be the primary means by which information is communicated about the project and concerns and issues to be reported to the consent holder.

36. The Sebel is identified. For the reasons set out in Mr Stephen Williamson's The Sebel asks that the invitation also be extended to Accor, which operates The Sebel: see condition 5i.

37. Docklands Management Limited (representing Princes Wharf entities) is identified. Docklands Management Limited were part of the group of entities that consulted with Precinct. The Sebel supports and endorses their inclusion.

38. The remaining Viaduct Harbour bodies corporate who I act for – comprising The Parc, The Point, Viaduct Point, Lighter Quay North, Lighter Quay Halsey, Lighter Quay Stratis, and The Quays – have not been listed for invitation into the CLG in the proposed conditions. They should be. The CLG is fundamentally a mechanism for information exchange: the consent holder communicates updates about construction activities, and participants raise compliance concerns and provide feedback on methods and processes. In that context, the bodies corporate bring genuine value. They are the representative voice of the residents of the Viaduct Harbour precinct – one of the communities most affected by transport effects of this development over the anticipated five and a half year plus construction period. Their inclusion would not be an onerous obligation on the consent holder; it

12 Draft Construction Management Plan Figure 4.

13 Draft Construction Management Plan Figure 5 and section 10, page 13.

would simply ensure that those with the most direct interest in the effective management of construction effects have a seat at the table. The Sebel therefore seeks the Panel's support for the inclusion of the Viaduct Harbour bodies corporate group in the CLG membership: see conditions 5f to 5k.

Other conditions

39. Several other conditions are sought, including a complaints line: see condition X1; and a condition preserving access into and out of Princes Wharf: see condition X6.

Conclusion

40. Overall, the conditions that The Sebel seek are directed at ensuring the commitments Precinct made through engagement are carried through to the conditions suite, if resource consents are granted. As set out above, aspects of the proposed conditions as currently drafted are unlawful conditions that delegate broad discretion to the consent holder without certification or Council oversight and that fail to meet the legal requirements of certainty, enforceability, and proper definition of the scope of adverse effects they purport to authorise.

41. The Sebel signals its wish to comment on any draft conditions of consent issued by the Panel and respectfully requests the opportunity to do so before conditions are finalised.

Yours sincerely

JANETTE CAMPBELL
Barrister
Email: [redacted]

7 May 2026

Statement of experience of Ross Cooper

1.1 My full name is Ross Edward Cooper. I am a planning consultant and am employed in the position of Principal at Tattico Limited, an independent, specialist planning consultancy operating out of Auckland. I hold a Bachelor of Planning (BPlan) from the University of Auckland, which I gained in 2004.

1.2 I am a member of the New Zealand Planning Institute, and through Tattico, am a member of the Property Council of New Zealand. I have 21 years' experience in planning roles, initially with Auckland City Council and Auckland Council (collectively between 2005 and 2014), and with Tattico since May 2014.

1.3 During my professional career I have been involved in policy formulation (district plans and plan changes), resource consents across a variety of landscapes, and notices of requirement for both Council and on behalf of private clients. I have significant experience in both planning policy and resource consent processes in the Auckland city centre, having spent my 9-years in local government in terms with a city centre focus.

1.4 I have been engaged by Body Corporate 199380 (**The Sebel**) to provide planning advice in regard to the fast-track application by Precinct Properties New Zealand Limited for Downtown Carpark Redevelopment – Te Pūmanawa o Tāmaki [FTAA-2512-1158].

1.5 I advise that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it in providing advice to The Sebel and in preparing the marked-up version of conditions appended to their written comments. I confirm that the issues address are within my area of expertise and I have not omitted material facts known to me that might alter or detract from the advice I have provided.

Yours faithfully

RECooper.

Ross Cooper

TATTICO LIMITED

STATEMENT OF STEPHEN WILLIAMSON – CHAIR OF BODY CORPORATE 199380

7 May 2026

Introduction

1. My name is Stephen Williamson. I am the Chairperson of Body Corporate 199380 (**The Sebel**). I have held the position of Chairperson for at least 10 years and am also a unit owner within The Sebel. I am authorised to give this statement on behalf of The Sebel.

2. The purpose of this statement is to provide context to the effects of the proposed Downtown Carpark development (**the Development**) on the owners and occupiers of The Sebel. I am aware that experts engaged on behalf of The Sebel, including Mr John Styles of Styles Group (acoustics), will use this statement when recommending conditions of consent.

3. The Sebel supports the redevelopment of the Downtown Carpark into a vibrant, comprehensive, integrated, design-led, sustainable mixed-use community. Once complete, the Development will add to the amenity of the area. However, The Sebel is concerned about the Development's effects during the protracted demolition and construction period, which I understand will extend for approximately five and a half years, although I also understand no time limit on construction is proposed by the applicant.

4. The Sebel will have to deal with construction effects for at least the next five and a half years, if all goes well. All we ask is that those effects be managed to certain standards that are objectively ascertainable. In my view, it is fair that the consent holder be obliged to consult with us throughout the process of managing effects to those standards.

Background

5. The Sebel is a body corporate (Body Corporate 199380) comprising a mixed-use strata title building located in the Viaduct Harbour precinct of Auckland. The building accommodates three categories of units, each with distinct ownership, use, and management arrangements:

   (a) Apartments, of which there are 144 in total, falling into two distinct sub-categories:

      (i) Approximately 100 serviced apartments. Each is individually owned, but the owner has entered into a separate hotel management agreement with Accor Australia & New Zealand Hospitality Pty Limited (**Accor**) under which Accor manages the apartment as part of the Sebel Hotel operation.

      (ii) Approximately 44 residential apartments that are privately managed and outside the hotel pool. Owners either occupy them personally or engage independent operators providing short-term accommodation (for example, through platforms such as Airbnb). Across both sub-categories, guests typically stay for between one and seven days, and there are only a small number of permanent long-term residents.

   (b) Retail and hospitality units on the ground floor, comprising approximately five commercial tenancies. Each tenancy operates under a commercial lease and all are food and beverage hospitality businesses. The current commercial tenants include Soul Bar & Bistro, London Bar, Giraffe, and Sushi Train.

   (c) Common property, including reception, the roof, walls, windows, and everything that is not an individual apartment or retail unit. The Body Corporate owns the common property.

6. The Sebel has a significant underground car park, with over 100 parks for the hotel and apartment owners, and a similar number for the commercial tenancies. The car park is well-occupied, particularly on weekends when the hotel fills up, and is at least 50% full at all times with permanent parking. Guests, residents, and commercial employees all rely on vehicular access to the underground car park via Customs Street West.

Contract with Accor

7. The Body Corporate has a contract with Accor under which Accor is responsible for the management, maintenance, and administration of the common non-residential areas of the building. This encompasses, amongst other things, routine cleaning, security, repairs and maintenance, supervision of scheduled and unscheduled maintenance works across the common property, management of the retail common areas. The building management agreement is distinct from, and operates alongside, the individual hotel management agreements that Accor holds separately with each owner of an apartment in the hotel pool. Those individual agreements are private arrangements between Accor and the relevant apartment owner. Together, the building management agreements and the individual hotel management agreements collectively underpin and authorise Accor's operation of the Sebel Hotel as a branded hotel within the Viaduct Harbour precinct.

Noise and Vibration

8. The Sebel is a sensitive receiver of noise and vibration. The building accommodates permanent residents and hotel guests in serviced apartments who may be resting and relaxing during the day and will be sleeping during the night.

9. There are approximately 40 hotel rooms facing out over the construction site. These will be the most affected. I understand that while rooms on the opposite side of the building (away from Hobson Street) will be insulated from the noise, guests in rooms facing the construction site will hear morning construction or the arrival of concrete trucks, and this will likely be sufficient to wake them. The Sebel can, at times of lower occupancy, mitigate this by booking guests into rooms away from the construction side, but this requires advance notice of when noisy activities will occur.

10. From The Sebel's perspective, the scheduling of noisy construction activities is critical. The hotel is busiest from Thursday through to Sunday, when occupancy is highest. If given the choice between noisy work being carried out on Monday to Wednesday or Thursday to Sunday, we would strongly prefer the former.

11. The Sebel's occupancy also increases significantly during major Auckland events, such as concerts, sporting events, and major conferences. If the development is to proceed over five and a half years, it will span a large number of such events, and I am concerned that noise, vibration, and transport disruption during those periods will have a major impact.

12. I understand from Mr Styles that there are some high-noise generating activities that are simply unavoidable from a construction perspective. An example given was concrete pours starting at 3:00 am, which has to happen to achieve a continuous pour in the volumes required while managing traffic. While I accept there may be practical constraints, the prospect of concrete trucks arriving in the early hours of the morning is a significant concern.

13. Mr Styles has indicated that solutions to this include prohibiting concrete trucks from queuing on Lower Hobson Street directly below the hotel and positioning the concrete pump well away from The Sebel's common boundary. I take Mr Styles' advice on these and related recommendations. However, I endorse them from The Sebel's perspective.

14. Where high-noise generating activities are unavoidable, The Sebel requests advance notice so that it can take reasonable steps to minimise disruption to guests. In particular, where a major event coincides with full hotel occupancy, we would expect prompt communication with the consent holder to explore whether activities can be rescheduled or adjusted accordingly.

15. The Sebel is heavily dependent on online booking platforms and Google reviews to attract customers. Construction noise that affects guest experience can directly harm our reputation and result in a tangible loss of business. It is therefore important that all practicable steps are taken by the consent holder, to reduce the impact of construction on the hotel and its operations.

Transport

Left turn access into Customs Street West

16. The Body Corporate is deeply concerned about the closure of this left turn. Customs Street West is a one-way street running westbound from Lower Hobson Street towards the Viaduct Harbour. I have marked the area in yellow highlight in **Appendix A**. The left turn at its intersection with Lower Hobson Street is the primary and, in practical terms, the only means of vehicular entry to that stretch of Customs Street West. Without it, the only alternative route would be if Customs Street West were made two-directional.

17. The practical effect of closing this access for a sustained period would be severe. We would have no access to the car park. The Sebel receives daily deliveries of food and beverage supplies, linen, and other goods servicing both the hotel operation and the ground-floor hospitality tenants. Hotel guests arrive and depart by vehicle at all hours. Apartment owners, residents, and the staff of all five commercial tenancies rely on vehicular access to the underground car park. Closure or meaningful restriction of the left turn into Customs Street West would directly and materially impair all of these activities and would, in the Body Corporate's view, represent an unacceptable effect of the construction works.

Heavy vehicles in the Viaduct Harbour Precinct

18. The Development will generate heavy vehicle movements. If those heavy vehicles were to come up the road and turn right into Customs Street West, passing The Sebel, that would be a worst case scenario in terms of noise and access for residents, guests, and the hospitality businesses.

19. We are particularly concerned about heavy vehicles using the Customs Street West and the Viaduct Harbour as a queuing, waiting and staging zone. Without adequate controls, there is a clear risk that vehicles will bide time by circling these streets while awaiting site access. This would be unacceptable, given the volume of pedestrian activity and mixed-use character of the area. The streets are typically narrow, with many pedestrians and bikers. Heavy vehicles would not only disrupt traffic flows but also create a safety risk.

20. I support a prohibition on heavy vehicle access throughout the Viaduct Harbour area.

East–west pedestrian access

21. Maintaining safe and unimpeded east–west vehicular and pedestrian access in the vicinity of The Sebel is critical. Foot traffic from Viaduct Harbour to Britomart and lower Queen Street will generally follow two paths: one is along Quay Street from the Quay Street Viaduct; the other is along Customs Street West.

22. The footpath along Customs Street West is a key pedestrian route connecting the Viaduct Harbour precinct to the lower CBD. It is used daily by residents of The Sebel and the broader Viaduct Harbour community, by hotel guests on foot, and by the staff and patrons of the ground-floor hospitality tenancies. Significant or prolonged disruption to that footpath would materially diminish pedestrian amenity and safety for all of these users. That would in turn detract from the attractiveness of the Sebel as a location for guests coming to experience the inner city, as well as discouraging patronage of the bars and restaurants that are our tenants.

23. I have marked out in **Appendix B** two alternative routes for walkers travelling between the Viaduct Harbour and CBD. The first is to use the Sturdee Street stairs, which would require crossing five intersections compared to two. There is no marked crossing near the stairs and so walkers would need to backtrack quite a way. The second is to use the Sturdee Street ramp. This is not a desirable option because of rough sleepers and loiterers who deter pedestrians. It would also require crossing four intersections. While traversing more intersections may not appear much on paper, it is a material given the amount of foot traffic.

24. I understand Precinct has committed to maintaining the east-west pedestrian access during the construction. I support this measure, and wish it to be effectively secured through conditions.

Community Liaison Group (CLG)

25. The Body Corporate requests that both the Body Corporate and Accor (as building manager and hotel operator) be included in any CLG established as a condition of consent for the Development. I consider that both entities need to be involved for the following reasons:

    (a) Accor will be at the forefront of any issues arising during the night or at any other time. It is the hotel management (not the Body Corporate) that will receive the complaints from a guest disturbed by noise or vibration. Accor will be a valuable giver and receiver of information on progress with the construction of the Project and will hold information to assist with parties when scheduling activities to minimise effects. Accor will also be the entity managing the response to information from the consent holder about particularly noisy events and responding to that by allocating rooms further away from the Development. While drafting this statement I spoke with Sebastian Paletasala, Room Divisions Manager of the Sebel, who confirmed that Accor would like to be invited to the CLG.

    (b) The Body Corporate has separate responsibilities to the apartment owners that Accor does not share. The Body Corporate will also field calls from owners and has oversight of the building as a whole, including the common property and the retail tenancies. The Body Corporate's interests are broader than those of Accor as hotel manager.

26. I have been involved with a group of bodies corporate that have a direct interest in how the Development will affect traffic and transport in the area. They have the same concerns as The Sebel about left-turn access into Customs Street West, heavy vehicles in the Viaduct Harbour Precinct, and pedestrian access in an east-west direction.

27. These bodies corporate represent people who live close to the Development. They want their streets to remain safe and free from heavy vehicle traffic. They walk to and from the CBD and need access to be kept open. They would benefit from regular updates on construction progress through the CLG forum, and they are well placed to report any traffic issues that come up in the Viaduct Harbour area during construction. They want to be included in the CLG.

Conclusion

28. To be clear, The Sebel supports the redevelopment of the Downtown Carpark in principle. We recognise that the completed development will enhance the amenity and vitality of the Viaduct Harbour precinct. However, we are deeply concerned about the effects on our residents, guests, and hospitality tenants during the protracted construction period. The apartment owners are just getting back on their feet from COVID-19, and the prospect of at least five and a half years of construction disruption is, frankly, a significant challenge for the financial viability of many owners.

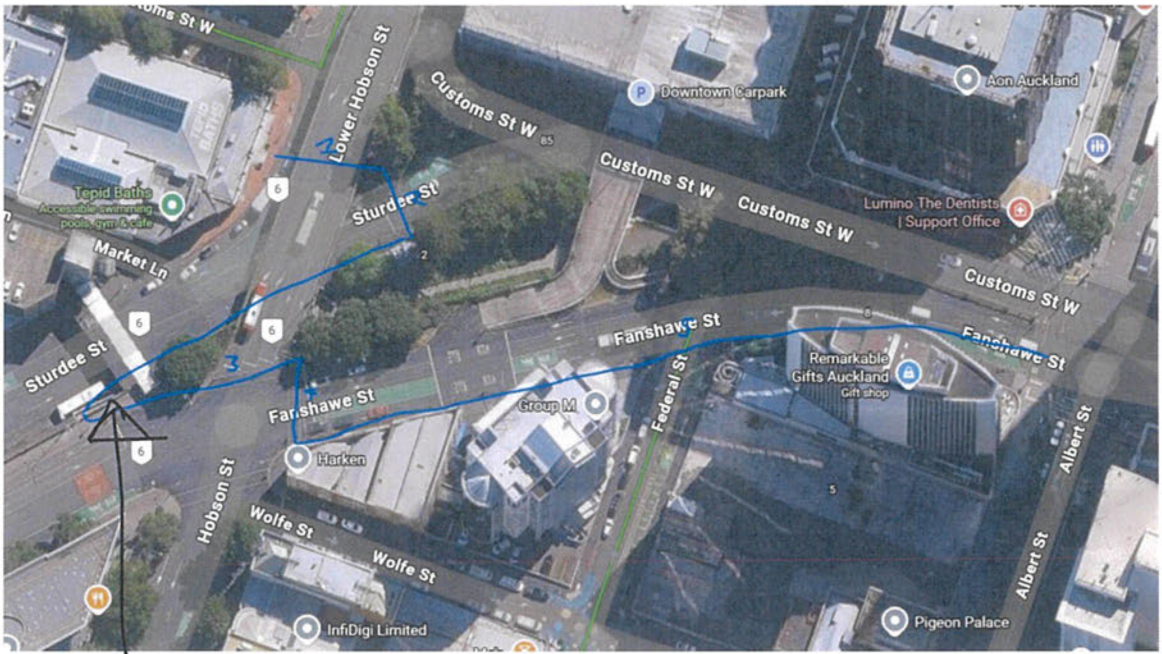
29. The Body Corporate does not seek to oppose the application outright. Rather, it asks that specific conditions be imposed to manage the effects of construction on The Sebel.

Stephen Williamson

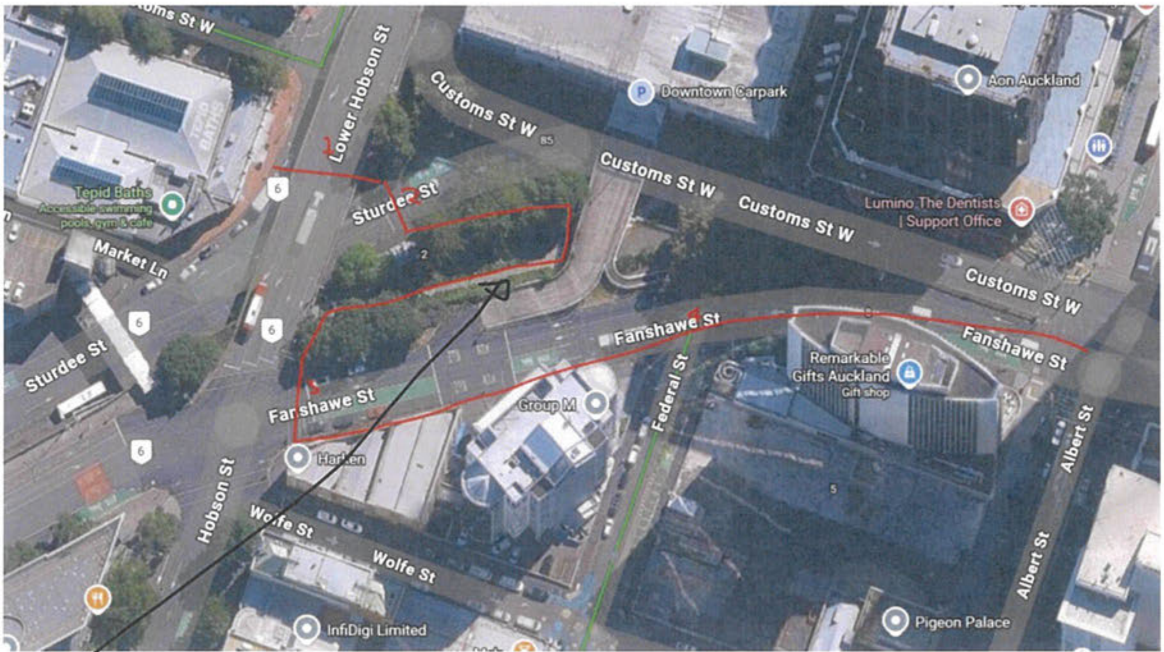
APPENDIX A

Dr Rudi's Rooftop Brewing Co
Bivacco
Headquarters
Tab
Soul Bar & Bistro
M Social Hotel Auckland
4.7 (1418)
4-star hotel
The Sebel Auckland Viaduct Harbour
4.1 (927)
4-star hotel
$231
Customs St
Market Pl
Market Ln
Downtown Carpark
Sturdee St
Customs St W
Fanshawe St
Federal St
Albert St
Hobson St
Wolfe St
The Chancellor on Hobson
3.5 (830)
4-star hotel
$268
PwC Tow
Mills Ln

APPENDIX B



Sturdee Street stairs



Sturdee Street ramp

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Date	7 May 2026
From	Jon Styles
To	Body Corporate 199380 (Sebel Hotel)
Project	Precinct Properties - Downtown West 2nd Application
Re	**Comments on noise and vibration**

1.0 Introduction

Styles Group has been engaged by Body Corporate 199380 (the **Sebel**) to review the relevant application documents, technical reports and proposed conditions for the 2nd substantive application for consent for the Downtown West project under the Fast Track Approvals Act.

These comments have been prepared following my initial review of the 2nd proposal, meetings with the applicants' project team and a meeting with the author of the relevant noise and vibration reports and the applicant's planner.

This advice includes a very brief summary of the initial issues I raised, the responses from the applicant and the current areas of disagreement.

I have reviewed the relevant reports, plans and proposed conditions available at https://www.fasttrack.govt.nz/projects/the-downtown-carpark-redevelopment-te-pumanawa-o-tamaki/substantive-application2.

The most relevant documents are:

- Marshall Day Acoustics (**MDA**), *Downtown Carpark Site Development — Assessment of Effects*, 6 November 2025 (the **MDA Report**)
- MDA, *Downtown Carpark Site Development — Construction Noise and Vibration Management Plan*, 6 November 2025 (the **CNVMP**)
- Proposed Consent Conditions, Appendix 24 to the Application (the **Proposed Conditions**)
- MDA, *Acoustic Assessment Addendum*, 1 April 2026 (the **MDA Addendum**)

2.0 Statement of experience

I am and have been the Director and Principal of Styles Group Acoustics and Vibration Consultants for over 21 years. I am a Council Member of the Acoustical Society of New Zealand and I am on the Board of Directors of the Australasian Association of Acoustical Consultants.

I have over 25 years' experience in advising on the management of noise and vibration effects, including the construction, maintenance and operational noise effects of major and strategic transport infrastructure (including port, road, air and rail) and the development of provisions to improve the compatibility of residential development around such infrastructure.

I have undertaken a significant number of construction noise and vibration assessments across New Zealand. I am regularly engaged by Councils across New Zealand to review resource consents and Notices of Requirement subject to construction noise and vibration standards. I was heavily involved in developing the Auckland Unitary Plan noise standards (in E25), the NoR for and many subsequent alterations to the City Rail Link designations and many other construction projects in and around the Downtown West area.

I am a regular and experienced expert witness for Council, Environment Court, District Court and High Court and Board of Inquiry hearings. I confirm that, in my capacity as author of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

3.0 The sensitivities of the Sebel Hotel

I have worked closely with Sebel in preparing my advice to them and in preparing these comments. In general terms, the Sebel is sensitive to construction noise and vibration in the same general ways as other hotels I have worked with in similar situations. I describe the general nature of their sensitivity to construction noise and vibration as follows:

a) Sebel is generally able to allocate quieter rooms (away from the construction works) when occupancy is low. I understand from Sebel that occupancy is generally high and the flexibility to allocate quieter rooms is often very limited, especially with other hospitality noise generators that can sometimes affect their operations on the far side of their building.

b) There will be no flexibility to allocate guests to quieter rooms when occupancy is high or at 100%. This is likely when there are events nearby such as concerts or sailing events, when large conferences are being held and over popular holidays and holiday weekends.

c) There will be many guests that choose to sleep during the day. I understand that is not always easy for the Sebel to determine whether guests are likely to want or need to sleep during the day. This will make it difficult to allocate 'day sleepers' to quieter rooms of the hotel.

d) If construction noise and vibration effects are clear and noticeable for guests, the hotel are likely to receive complaints. If nothing can be done to reduce noise or vibration in response to the complaint, the guest is likely to remain unpleased. I understand that this can often lead to the guest not returning to the same hotel and the potential for negative reviews on websites such as Trip Advisor, Google Reviews and so-on. This has obvious negative effects on the Sebel's reputation and business.

e) The ability for the Sebel to plan around high construction noise and vibration events will be important. Advance warning of high construction noise and vibration events will enable the most sensitive of guests to be allocated to rooms where the construction noise or vibration effects will be lowest, if occupancy is low enough for that to occur. This will be particularly important for works at night and rooms along the eastern side of the Sebel.

f) My experience is that it will also be important for the Sebel to be able to inform the consent holder when full occupancies are expected perhaps during events or other sensitive times so that the consent holder can plan high construction noise and vibration works around those times. I expect that this is likely to be important for other hotels and hospitality venues in the general area as well.

The MDA Report adopts the construction noise and vibration standards for permitted activities in E25.6.28 and E25.6.30 as a 'benchmark' for managing effects. In general terms, the MDA Report treats works that are compliant with the noise and vibration limits in those standards as being permitted with general and minimal oversight and management from the CNVMP. Work that generates noise and vibration levels higher than those standards will be subject to a more rigorous degree of management and control by the CNVMP and by the proposed Schedule process.

This approach is quite orthodox for large construction and infrastructure projects. However, it does not mean that the effects of construction noise and vibration that comply with the standards in E25 (set out above) are automatically reasonable or acceptable.

I expect that **construction noise** that complies with the standards in E25 will be largely reasonable for the Sebel. I expect that construction noise up to 75dB L_{Aeq} on weekdays and 80dB L_{Aeq} on Saturdays will be audible and sometimes clearly audible in the hotel rooms facing the site. I expect levels up to around 40dB L_{Aeq} in those hotel rooms. I expect that construction noise at compliant levels will only be of concern to more sensitive guests.

Construction noise at levels higher than the permitted standards (that will require a Schedule to authorise) have the potential to create a more serious level of disruption and will need to be managed carefully.

However, I expect that **construction vibration** at up to the permitted level of 2mm/s PPV at the Sebel building has the potential to seriously disrupt guest activities during the day, including sleep, relaxation and working. This level is easily high enough to be noticeable and disruptive for guests, especially those in the lobby, restaurant, conference facilities and rooms in the lower floors of the hotel.

Compounding the acute effects of felt-vibration in the building is the fact that the guests cannot be easily informed that the vibration might only be short term, that the level is being monitored and that there is no risk of damage to the multi-storey building. These are all very typical and important mitigation measures for managing construction vibration on residential receivers that are often / mostly impracticable for hotels to implement. My experience is that the hotel will often face complaints and negative reviews from vibration levels between approx. 0.5mm/s and the daytime permitted level of 2mm/s PPV. I expect that the various construction processes that are likely to generate vibration levels of this magnitude will need to be carefully managed by the CNVMP.

3.1 Management of effects

I consider that these factors mean that it is critical that the conditions of consent, the CNVMP and the Schedule process are very clear about how the construction noise and vibration effects will be mitigated to the greatest extent practicable, and how the Sebel can manage the residual / unavoidable effects as best they can.

I consider that even if the conditions, CNVMP and Schedule process are best-practice and complied with throughout the development, there will still be adverse effects on the Sebel such as disruption to guests, complaints and negative reviews. I consider that minimising these adverse effects will be critical. This can be achieved by:

1) Attaching clear, certain and enforceable conditions to the consent that limit the effects to generally what has been described in the application material;
2) Requiring a clear and certain CNVMP that will be an effective tool for the contractor(s) to identify and adopt the BPO to drive down construction noise and vibration levels as far as practicable;
3) Setting out a clear, certain and enforceable Schedule process for managing and adopting the BPO for the limited amount of work that is predicted to exceed the standards in E25;
4) Requiring monitoring of construction noise and vibration to ensure that the limits are being complied with and that mitigation is working;
5) Requiring an effective method for the consent holder / constructor and the Sebel to work together to manage the timing of high noise and vibration works to minimise the effects.

I consider that the conditions need to deliver these outcomes.

4.0 Brief summary of issues raised prior to the MDA Addendum

I prepared advice to the Sebel in March 2026 that set out the concerns I had with the second application as it was originally lodged. I attach the original version of those comments as Appendix 1 to this advice.

Overall, I considered that:

1) The MDA Report is very brief for a project that has the potential to generate significant construction noise and vibration effects and considerable disruption to the Sebel.
2) There is a fundamental issue with the interaction between the assessment in the MDA Report and the way in which the CNVMP and Proposed Conditions are intended to manage the construction noise and vibration effects. The assessment of construction noise and vibration effects should assess the effects where the actual levels are higher than what has been predicted and as high as the Proposed Conditions would authorise.
3) The Proposed Conditions should include clear and defined construction noise and vibration limits that cannot be exceeded, except if authorised by the CLG, written agreement with the occupier(s) of the affected building(s) and / or where the effects and Best Practicable Option (**BPO**) are certified by the Council (for example, in a Schedule).
4) An assessment of construction noise and vibration effects and a Proposed Condition set was required that clearly assess and control the effects in a way that is clear, certain and enforceable, where the determination of the BPO is independent and certified by someone

other than the consent holder, and where the decision-makers can understand the typical and maximum level of effect that is authorised by the Proposed Conditions.

5) There were a range of issues and absences in the Proposed Conditions, the CNVMP and CMP.

6) The assessment of construction noise effects on the Sebel was too brief. Considerably more information is required so that the effects can be understood in the decision-making process and properly managed by the conditions and CNVMP.

7) There was no meaningful assessment of vibration effects on the Sebel.

8) The MDA Report did not address the relevant Matters of Discretion in E25 of the AUP.

5.0 The MDA Addendum

The applicant filed the MDA Addendum on 7 April 2026. The MDA Addendum addresses many of the issues I raised in my first review.

The MDA Addendum makes several references to and suggestions for updates to the Proposed Conditions, but as of the date this advice was prepared, the applicant has not filed an updated set of conditions. Accordingly, my comments below recognise that updates to the conditions are proposed but are not yet available.

I set out my comments below in the same order as they are set out in the MDA Addendum.

Conditions of consent

1) Response 1 provides an updated objective for the CNVMP as an amendment to Proposed Condition 30. I agree with the updated objective, which states:

> *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 a Schedule to the CNVMP is prepared in accordance with Condition [70].*

2) Response 2 proposes that the wording in Proposed Condition 72 should be updated to require the Council to certify a Schedule before it can authorise any works. I agree with this change.

   This response also states that the words "…*except in unforeseen circumstances…*" is amended to "*better refine the relevant circumstances, such as when stopping an activity has health and safety risks.*" I agree with the need for that amendment.

   The Proposed Conditions need to be updated with these amendments.

3) Response 3 implies that the Proposed Conditions will be updated to make it clear that the vibration amenity limits can only be exceeded at 29 Customs St West (Aon). I expect that the amendments will also make it clear that the vibration amenity limits will be complied with

at all other receivers. If that is the case, I agree with the amendments suggested. I do however consider that additional clarification is required to ensure that the standard limits set in the Proposed Conditions are not exceeded in relation to construction noise as well as vibration limits for building damage. This is addressed in section 5 of my advice below.

The Proposed Conditions need to be updated with these amendments.

4) Response 4 suggests that Proposed Condition 73 will be amended so that all night works will need to be authorised by a Schedule process, including activities that comply with the standard noise limits in the Proposed Conditions. I agree with this amendment, except that I recommend that it be tailored so that works at night inside the building that are not audible off the site such as electrical fitout, painting, furnishing etc can be undertaken without a Schedule.

   The Proposed Conditions need to be updated with these amendments.

5) Response 5 states that Proposed Condition 75 needs to be reworded so it applies to cumulative operational noise from the site. I agree. (The construction noise conditions are worded appropriately for managing cumulative construction noise effects).

   The Proposed Conditions need to be updated with these amendments.

6) Response 6 states that Proposed Condition 114 needs to be amended so it requires a post-condition survey 20 working days after the high vibration activity is complete. I agree, except I consider that the requirement should be *within* 20 days.

   The Proposed Conditions need to be updated with these amendments.

Acoustic Assessment

1) Response 1 states that the heading for Section 5.6 of the MDA Report should have the words "Demolition and" added to reflect the fact that the section contains noise level predictions for both construction work and demolition work. I agree.

   I understand that the MDA Report will not be updated to reflect this change and the other changes suggested in the MDA Addendum. This means that the MDA Report will need to be read alongside the MDA Addendum for a full understanding and to avoid any misunderstanding.

2) Response 2 makes it clear that early morning concrete pours will comply with the noise limits for permitted activities in E25 and that the noise levels will be "*suitable for sleeping*". I agree that compliance can be achieved and I consider that a condition of consent should deliver this outcome. I agree that the noise levels should not disturb most sleepers in the Sebel.

3) Response 3 makes it clear that the pedestrian and vehicle bridge removals will comply with the noise standards for permitted activities in E25. I agree that this can be achieved and I consider that a condition of consent should deliver this outcome.

4) Response 4 clarifies the way that the predicted noise levels in the MDA Report have been displayed – namely that the predicted noise levels at adjacent buildings are based on there being no effective acoustic screening in place. The MDA Addendum identifies that this approach "*ensures that predictions are accurate for upper floors of adjacent buildings that*

will look over noise barriers". I consider that the clarification is helpful and addresses my original concerns.

5) Response 5 deals with the cumulative noise of multiple work fronts. I consider that the explanation is helpful and implies that compliance with the noise standards for permitted activities in E25 can still be achieved. I consider that the conditions (with the amendments suggested in the MDA Addendum) should adequately address (and minimise) noise and vibration effects arising from multiple work fronts.

6) Response 6 clarifies the assessment of potential sleep effects at noise levels of 40dB L_{Aeq} inside hotel rooms. I agree with the general assessment in this Response, but I understand from the Sebel that the ability to allocate quieter rooms to sensitive guests / day sleepers will often be difficult or impracticable due to high occupancy rates. I therefore expect that construction noise levels up to 40dB L_{Aeq} inside hotel rooms will be likely to disturb some guests and the Sebel will likely receive complaints.

7) Response 7 states that noise levels up to the limits in the noise standards for permitted activities in E25 will be reasonable. The response also makes it clear that at these levels there may still be effects. I agree that there will still be effects at levels that comply with the noise standards for permitted activities in E25. I also consider that the long duration of construction works (approximately 3 years of work that might affect the Sebel) means that the effects arising from work that is close to the same limits means that the effects need to be carefully controlled. I therefore disagree that the effects up to the limits are automatically reasonable for such a long construction project.

CNVMP

1) Response 1 states that a section dealing with noise and vibration management from the demolition 'drop shaft' will be added to the CNVMP. I agree that this is necessary.

2) Response 2 provides amended text for Table 4 of the CNVMP. I agree with the amended text.

3) Response 3 clarifies the triggers for the proposed monitoring. I consider that these clarifications are an improvement, but due to the potential for adverse effects and the high degree of management that is proposed and required, I consider that the construction noise and vibration monitoring requirements should be clearer and more certain, and should set out how, where and for how long monitoring should be undertaken.

4) Response 4 sets out that the CNVMP will be updated to reflect the proposal to have Schedules certified by the Council. I agree that this is required.

As I set out earlier, the changes to conditions, the MDA Report and the CNVMP are only proposed in the MDA Addendum and as of the date of these comments, none of these documents have been updated. This means that the three documents need to be read alongside the MDA Addendum for a complete understanding of the effects and proposal.

6.0 Remaining areas of concern / disagreement

The MDA Addendum provides clarity and proposed amendments that address many of the concerns I have raised (as set out in Appendix 1).

I consider that there are some remaining issues that need to be addressed, as follows:

1) The MDA Addendum states that the Proposed Conditions will be updated to make it clearer that the vibration amenity limits in E25 can only be exceeded at the Aon building[1]. I agree with this suggestion but it only addresses vibration amenity limits. I consider that the same approach should be taken with construction noise and the vibration limits for building damage.

2) I recommend that the Proposed Conditions are updated to make it clear that the only activities or situations where a Schedule could authorise noise or vibration levels to exceed the permitted standards are:

   a) Activities or situations that are assessed in the MDA Report or MDA Addendum where the approximate nature of adverse effects and the effectiveness of the mitigation measures can be understood and assessed by the decision maker now, or

   b) Activities or situations that are not currently known, but that become apparent during the works, and where compliance is not practicable. I consider that the conditions could allow Schedules to be developed and certified to authorise these situations but only where the burden to demonstrate that the BPO has been adopted is high, and where there is clear evidence of good consultation with the Sebel and where there is no ability for the consent holder to prioritise completion of the works over potentially significant disruption to neighbours.

   I consider that the conditions could be easily crafted to deliver a three-tiered arrangement to deliver the outcomes above. The three tiers would essentially be:

   Tier 1 – all works and activities that comply with the permitted standards in E25 are authorised subject to them being managed by the CNVMP (with its new objective as set out in the MDA Addendum) and with appropriate monitoring to ensure that compliance is being achieved – particularly for vibration.

   Tier 2 – works and activities that are predicted to exceed the permitted standards in E25 as set out in the MDA Report and the MDA Addendum are able to be authorised by a Schedule that is certified by the Council. These known activities and receivers can be listed in the conditions (e.g noise and vibration from sheet piling at the Aon building).

   Tier 3 - works and activities that exceed the permitted standards in E25 but are not described or assessed in the MDA Report and the MDA Addendum. These works and activities could be authorised by a Schedule that is certified by the Council, provided that additional steps are taken (beyond those required by tier 2) to add rigour to the process and ensure that the

[1] Response 3 under the heading 'Conditions of consent"

effects can be managed to avoid unreasonable disruption. In my experience there are several ways that conditions can be drafted to provide this additional certainty.

3) The Proposed Conditions need to define activities sensitive to noise by a reference to Chapter J of the AUP.

4) Proposed Condition 134 states:

   Prior to the operation of the activity, a noise assessment report with measurement results prepared by a SQEP must be submitted to the Council to verify that the proposed building has been insulated and constructed to comply with Condition 76.

   I recommend amendment to include more detail and to be more specific – namely it should have a clearly stated objective and a better-defined trigger for its requirement. I also suggest the condition should be amended to fix minor errors such as the building not being referred to as 'proposed' at that point, "verify" should be "demonstrate".

5) I consider that a clear, certain and effective regime for monitoring construction noise and vibration should be included in the conditions or as a more detailed section of the CNVMP (as set out earlier in these comments).

6) Many sections of the CNVMP are written as "proposed" and 'will be". This needs to be changed to present tense so its reads 'consented' and 'must be' etc, noting the point at which the CNVMP is being implemented and adhered to follows grant of consent.

7) The MDA Report does not contain any predictions or clear method of determining which neighbouring buildings might be subject to vibration levels approaching or exceeding the relevant limits. Such information is mandatory for informing monitoring and effects management strategies. I understand that construction vibration levels will only exceed the amenity limits in E25 at the Aon building. As set out above, I consider that this should be assured by a condition of consent.

8) I consider that the Proposed Conditions need to set a clear process for determining the BPO during the development of a Schedule. This should link to the definition of the BPO in the RMA.

9) The CNVMP is missing any reference to the CLG and placeholders for the specific outcomes that the CLG might deliver.

10) The CNVMP is missing a requirement to have Schedules (for works that can't comply) passed through the CLG process where time permits (i.e. when the works that won't comply are known about in advance of them happening).

11) The MDA Report does not provide vibration level predictions at the Sebel. The MDA Report does not identify where, when, for how long, or how often vibration may be perceptible within the hotel.

    The lack of information and certainty around perceptible vibration inside the hotel building makes it difficult to understand the potential degree of disruption for guests and how the consent holder will manage the effects.

I recommend that the MDA Report is updated or supplemented to include vibration predictions at the Sebel for the key activities, the effects that this vibration might have and how it will be monitored and managed.

12) Proposed Condition 76 requires amendment. This condition includes the following text: "*This noise level shall be measured in accordance with AS/NZS 2107:2016 Acoustics-Recommended design sound levels and reverberation times for building interiors and at the minimum air flows*" I consider that is unusual and not required. I also consider that reference to compliance at 'minimum air flows' is inappropriate because that flow may not be high enough to meet the requirements of Clause G4 (ventilation) of the Building Code. This condition is not relevant to the effects on the Sebel but I raise it for the Panel for completeness.

7.0 Summary

Overall, I consider that the MDA Addendum provides several important clarifications and some additional information that deals with the concerns I had with the original Proposed Conditions and MDA Report.

However, I consider that there are still some 'gaps' in the conditions that need to be dealt with to improve clarity, certainty and enforceability. The amendments I consider necessary are mostly to do with the process for allowing Schedules to authorise works that cannot practicably comply with the noise standards for permitted activities in E25, improving specificity around construction noise and vibration monitoring, to improve the clarity and certainty generally and to ensure that the construction noise and vibration effects are managed in a way that allows the Sebel to understand the possible effects and to plan around them to manage their customers' expectations and to assist the consent holder to avoid unreasonable disruption.

I consider that there is some uncertainty in the way that the MDA Report and MDA Addendum describe the potential construction noise and vibration effects, and in particular the absence of a meaningful description of how construction vibration at permitted levels could affect the Sebel. I have set out how I consider it will affect them in section 2 of this advice.

8.0 Appendix 1

Styles Group
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Date	12 March 2026
From	Jon Styles
To	Janette Campbell
Project	Precinct Properties - Downtown West 2nd Application
Re	**Preliminary Review Comments on 2nd Application**

1.0 Introduction

Styles Group has been engaged by The Bodies Corporate and Docklands Limited to review the relevant application documents, technical reports and proposed conditions for the 2nd substantive application for consent for the Downtown West project under the Fast Track Approvals Act.

The main focus of this advice is for managing the effects on the buildings at 85-89 Customs St West (containing the Sebel Hotel) and 204 Quay Street. These building are the closest receivers of those parties that have engaged Styles Group. I consider that if the effects on these buildings are managed adequately and reasonable then the effects on receivers further afield will also be reasonable. I have focussed on the Sebel Hotel as the main receiver.

I have reviewed the relevant reports, plans and proposed conditions available at https://www.fasttrack.govt.nz/projects/the-downtown-carpark-redevelopment-te-pumanawa-o-tamaki/substantive-application2. The most relevant documents are:

- Marshall Day Acoustics (**MDA**), *Downtown Carpark Site Development — Assessment of Effects*, 6 November 2025 (the **MDA Report**)
- MDA, *Downtown Carpark Site Development — Construction Noise and Vibration Management Plan*, 6 November 2025 (the **CNVMP**)
- Proposed Consent Conditions, Appendix 24 to the Application (the **Proposed Conditions**)

2.0 Overview

I consider that the MDA Report is very brief for a project that has the potential to generate significant construction noise and vibration effects and considerable disruption.

I consider that there is a fundamental issue with the way the interaction between the assessment in the MDA Report and the way in which the CNVMP and Proposed Conditions are intended to manage the construction noise and vibration effects.

I describe the issue in simple terms below:

1) The MDA Report reproduces a reasonably generalised construction process that appears to be similar to other technical reports, including the Construction Management Plan (**CMP**). There appear to be some processes and activities that are described and assessed with a high degree of certainty and others that are very generalised. There are many references to the uncertainty in the construction methods, design and specification of mitigation at the time the reports were prepared, and deliberate allowance for these in the assessments and the CNVMP. This is demonstrated by the statement at section 5.5.4 of the MDA Report:

   "The draft CVNMP should be finalised once a contractor is engaged and more is known about the construction methodology, activity locations, duration, and practicality of mitigation measures and submitted to Council for certification 20 working days prior to works commencing."

2) The CNVMP is a draft and is to be updated when the contractor is appointed and following the granting of consent. Accordingly, the CNVMP contains many placeholders and generic statements about how the construction noise and vibration effects can be managed.

3) The Proposed Conditions that manage construction noise and vibration require the following (in simple terms):

   a. The MDA Report assesses the construction noise and vibration effects on the basis of a generalised construction methodology and on the basis that the mitigation it assumes will be practicable and implemented, even though that may not be the case and even though the Proposed Conditions do not require it. This includes scheduling of works that may not suit The Sebel, acoustic enclosures that may not be practicable of effective (including for concrete sawing) sheet pile driving in the late evenings, concrete pours and pumping from 3am and others. I consider that this results in the MDA Report delivering a conservative assessment that represents the best-case scenario where all mitigation is implemented and effective.

   b. Construction noise limits are set in Proposed Condition 65. These are clear and certain. However, Proposed Condition 66 allows these limits to be exceeded if compliance with them "is not practicable".

   c. Construction vibration limits for managing amenity are set out in Proposed Condition 67. Again, these are required to be complied with "as far as practicable".

   d. The Proposed Conditions do not specify how the determination of what is practicable should be made, but the draft CNVMP implies in several instances that the determination of the BPO and what is practicable is the consent holder's responsibility.

   e. This results in the consent holder being responsible for making the decision about whether compliance with the standard construction noise and vibration limits in Proposed Conditions 65 and 67 will be practicable to achieve. This will often require the balancing of competing factors, such as time, cost and difficulty of complying, versus the benefit to neighbours. It is clear that the consent holder has a clear conflict of interest in this determination.

f. The Proposed Conditions require that the consent holder prepare "Schedules" to authorise activities that cannot 'practicably' comply with Proposed Conditions 65 and 67. The process for developing the Schedules is set out in Proposed Condition 70. Importantly, Proposed Condition 70 requires that the consent holder determines the BPO for any particular work that cannot comply with Proposed Conditions 65 and 67, and that the Schedule are provided to the Council for 'information'.

g. The Schedule then authorises works to be undertaken at noise and / or vibration levels that are greater than the limits set in Proposed Conditions 65 and 67. The level of construction noise and vibration is not limited by the Proposed Conditions, and is only limited by the effect of mitigation that the consent holder deems to be the BPO. Such works are likely to or could include concrete pours from 3am, piling methods and tasks that are different or ancillary to those set out in the MDA Report, concrete cutting during demolition when working inside an enclosure is not practicable (which I expect will often be likely). These are the works that have the potential to generate the worst of the effects, and in my view the Proposed Conditions exercise very little meaningful control over them.

4) I consider that the process laid out in the Proposed Conditions effectively allows the consent holder to generate construction noise and vibration levels and effects that are up to and potentially much greater than the level of effect that has been assessed in the MDA Report, and without any effective oversight from the Council and without any noise or vibration limits. I consider that the Schedules 'process' in the Proposed Conditions comprise an 'open ended' arrangement whereby the effectiveness and extent of mitigation applied to the worst of the construction noise and vibration effects is left up to the consent holder's discretion.

5) I consider that the uncertainty of the Schedules process is compounded by the uncertainty in demolition and construction methodology, plant and the effectiveness of the suggested noise and vibration mitigation methods.

6) I consider that the Proposed Conditions allow for a greater level of construction noise and vibration effects than the MDA Report has assessed. I consider that this is a fundamental issue, as the potential adverse construction noise and vibration effects have not been described to inform the decision-making process.

I consider that the MDA Report and the CNVMP need to be updated to include an assessment of the potential adverse construction noise and vibration effects that the Proposed Conditions could allow. I acknowledge that this may be difficult for the applicant if it has not engaged a contractor, but I do not think that difficulty should justify a brief and conservative assessment of effects and a set of conditions that are open ended and where the discretion to mitigate is proposed to lie with the consent holder.

I recommend that the discord between the open-ended conditions and the comparatively conservative MDA Report is resolved to deliver the following outcomes:

1) The MDA Report should be updated or supplemented to include an assessment of construction noise and vibration effects where the levels are higher than what has been predicted, and as high as the Proposed Conditions would authorise.

2) The Proposed Conditions should include clear and defined construction noise and vibration limits that cannot be exceeded, except if authorised by the CLG, written agreement with the occupier(s) of the affected building(s) and / or where the effects and BPO are certified by the Council (for example, in a Schedule).

3) An assessment of construction noise and vibration effects and a Proposed Condition set that clearly assess and control the effects in a way that is clear, certain and enforceable, where the determination of the BPO is independent and certified by someone other than the consent holder, and where the decision-makers can understand the typical and maximum level of effect that is authorised by the Proposed Conditions.

I have significant experience in the assessment, consenting and delivery phases of major civil and infrastructure projects, working both in a review capacity and for the developer or applicant themselves. That experience has included many cases that have been through notified hearing processes and Environment Court appeal processes. Based on that experience, I consider that clear, certain enforceable conditions and an appropriate and commensurate assessment of effects as I describe above is common and appropriate.

3.0 Expert Conferencing in September 2025

I participated in informal expert conferencing with Mr King (author of the MDA Report) in September 2025. That conferencing related to substantive application #1 and a draft report for a different proposal. Nonetheless, the construction methods and processes for that processes are substantially similar or the same as the methods and processes for the current application, and Mr King is the author of both reports.

The minutes of the expert conferencing process are appended to this advice as Appendix 1.

I consider that the MDA Report, the CNVMP and the Proposed Conditions for Application #2 include a considerable number of inconsistencies with the outcomes of the expert conferencing.

I consider that as a minimum, the MDA Report, CNVMP and Proposed Conditions should be updated to be consistent with the minutes of the conferencing. This would address some of the concerns in section 2 of this advice.

4.0 Specific Issues

I have prepared a list of specific issues below that need to be resolved.

4.1 Proposed Conditions

- **Conditions 7 and 8 – CLG objectives and requirements**. I consider that the noise and vibration-related aspects of these conditions are reasonable. I leave it to others to determine whether or not the condition needs more work in terms of process and outcomes.

- **Condition 30 – CNVMP**. I consider that the objective should be more comprehensive and consistent with the AAAC Guideline[1]. The objectives should be to:
- *Set out the procedures to identify and adopt the BPO for minimising adverse construction noise and vibration effects on neighbours.*
- *Define the procedures to be followed to ensure that the construction noise and vibration standards in (insert condition or territorial authority plan limits) are being met*
- **Condition 31 – CNVMP requirements**. I consider that these requirements are very general and brief. I would normally expect to see many more adjectives and specific requirements in these conditions.
- **Conditions 65 and 66 – construction noise limits**. I consider that the table of limits that is set out is correct, but the process to allow them to be exceeded is too open-ended, as described comprehensively above.
- **Condition 67 – vibration limits**. As above, I consider that there are issues with the phrase "must comply as far as practicable" and the way that the proposed Schedules allow infringements. Activity sensitive to noise needs defining (chapter J of the AUP).
- **Conditions 71 and 72 – Schedules for exceedances**. As set out above, I consider that there is no limit on the amount of noise and vibration that can be generated and the Schedule is only given to the Council for "information". There is no ability for any stakeholder to say that's not the BPO, the effects are too great etc.
- **Condition 73 – Hours of work**. I consider that this condition is inappropriately worded and too uncertain. It is not clear who is required to demonstrate that work outside these hours is the BPO, who checks that and when it is checked. I consider that this condition is unclear and uncertain.
- **Condition 75 – operational noise limits**. I consider that this needs to be more clearly worded so that the limits apply to all noise sources on the site assessed cumulatively.
- **Condition 76 – mechanical cooling and ventilation noise**. This condition includes the following text: "*This noise level shall be measured in accordance with AS/NZS 2107:2016 Acoustics- Recommended design sound levels and reverberation times for building interiors and at the minimum air flows*" I consider that is unusual and not required. I also consider that reference to compliance at 'minimum air flows' is inappropriate because that flow may not be high enough to meet the requirements of Clause G4 (ventilation) of the Building Code.
- **Condition 114 – post condition survey**. This is required 20 working days after the "completion of works". I consider that this definition is unclear. It could mean years after the completion of works that might affect The Sebel and other receivers. I consider that this needs revising to ensure that there is a survey during the works if there is reasonable concern and immediately following the completion of works that might give rise to issues.

[1] https://aaac.org.au/resources/Documents/Public/AAAC%20Guideline%20for%20interpreting%20and%20applying%20NZS%206803-1999%20v1.0.pdf

- **Condition 134 – Noise Assessment Report**. I consider that this condition should include more detail and be more specific. Also need to fix minor errors such as the building is not ‘proposed’, “verify” should be “demonstrate”, and the condition needs a clearly stated objective and a better-defined trigger for its requirement.

4.2 Conditions lacking

I consider that the condition set should be updated to include clear and defined limits on construction noise and vibration effects in accordance with the issues raised in Section 2.

The conditions are also lacking a clear and certain monitoring regime for construction noise and vibration. I recommend that a condition should be added that sets out when and where construction noise and vibration monitoring must be undertaken. The requirement of the condition can be modified or discarded if agreed with the relevant CLG stakeholder and the Council.

4.3 Issues with MDA Report

I consider that in addition to the issues in Section 2, there are some specific issues with the MDA Report. These are:

- There is no assessment of compliance or assessment of effects for **concrete pours** that may start from 3am. Table 6 provides SWL and compliance distances for concrete pours that are based only on daytime noise levels. This needs to be updated as an assessment of night time works. This section of the MDA Report is inconsistent with the minute from expert conferencing.
- The same issue applies with the predictions and assessment of noise and vibration effects for the demolition of the **Hobson St pedestrian bridge** and **Customs St vehicle bridge**.
- It is not clear whether the noise level predictions for demolition include the situations where the breakers, jaws and wire saws will be **in clear view of The Sebel** 1-2 levels above the scaffolding / noise barriers.
- The CMP states that there will be **multiple work fronts** during demolition, but the MDA Report only assesses one machine operating at a time. The MDA Report should be updated to consider two or more machines working or work fronts and to consider cumulative noise levels.
- It is not clear whether any **pile casings will need to be vibrated in or out** of the ground. The MDA Report is not clear.

4.4 CNVMP

I consider that the following issues with the CNVMP need to be resolved:

- 2.2 working hours – missing timeframe in 4th bullet re sheet piling
- Many sections are still written as “proposed” and ‘will be”. This needs to be changed to present tense so its reads ‘consented’ and ‘must be’ etc.

- Table 4 states that concrete cutting will be conducted inside an enclosure that delivers a 15dB noise reduction. The effectiveness and practicability of this needs to be demonstrated in the MDA Report so that the predictions and mitigation can be relied on.
- Beneath Table 4 –says a schedule will be required for sheet piling infringements, however table 4 predicts compliance. Is a schedule required and for what timeframe of works / noise limit?
- Vibration – Table 7. Sheet piling is based on pre-drilled holes and doesn't appear to cater for the requirement to vibro drive the last 2m. As I understand it, the last 2m will be driven. The effects of this need to be properly assessed, conditioned and managed by the CNVMP.
- Vibration – there are no predictions or clear method of determining which neighbouring buildings might be subject to vibration levels approaching or exceeding the relevant limits. Such information is mandatory for informing monitoring and effects management strategies.
- Section 5.3 scheduling – line 1 – what is the process for demonstrating the BPO? This needs defining.
- Section 5.3 refers to 'temporary relocation' as a mitigation measure. Is this actually intended as it is the only mention of it.
- Section 5.3 – Sheet piling limitation within 40m of AON – section should say 'must', not 'will be'.
- Section 5.9 – piling – says avoid evening timeframes yet piling in the evening seems to be a key measure
- Section 6.2 – last bullet requires monitoring to "verify the extent of any adverse effects". This seems pointless without any requirement to establish targets, limits or other method of limiting the adverse effects as might be agreed with or offered to the receiver. See section 2 of this advice.
- Section 7 – monitoring – this section is significantly shorter than expected and what is appropriate given the predicted and potential scale and nature of adverse effects. This section states that the only trigger for noise and vibration monitoring is a reasonable complaint. This makes it clear that no pro-active monitoring is required and that monitoring is not a part of the effects management strategy. I consider that this is inappropriate and inconsistent with the minute from the expert conferencing.
- Section 8 – update of CNVMP – this section should allow for CLG outcomes to be a trigger for review of the CNVMP.

I consider that the CNVMP is missing:

- A specific section on training of excavator operators on demo work to manage vibration. This will be a critical component of the vibration management.
- Section 5.10 – Schedule – missing the requirement to provide to the Council. I consider that this should at least require certification by the Council, but in any event should be consistent with the Proposed Conditions.
- The CNVMP is missing any reference to the CLG and placeholders for the specific outcomes that the CLG might deliver.
- The CNVMP is missing a requirement to have Schedules (for works that can't comply) passed through the CLG process where time permits (i.e. when the works that won't comply are known about in advance of them happening).

- The CNVMP is missing clear and certain noise and vibration monitoring requirements. This should include a requirement to have noise and vibration monitoring in place at The Sebel from prior to demo works through to completion of construction works within 30m of the façade of The Sebel. These triggers and requirements can be updated or amended if required through an appropriate process, e.g. the CLG.
- The CNVMP lacks certainty on how the Schedules will consider the effects on receivers. It seems to simply leave the determination with the consent holder to determine the BPO after consulting with the receiver, but there is no obligation to prioritise the adverse effects on the receiver over cost of mitigation or other options, delays or other adverse effects on the project. The consent holder will have a clear conflict of interest in making the determination on what the BPO might be and I consider that this seriously erodes confidence in the process to authorise Schedules. My experience is that it is common for the person approving the Schedule to end up making a simple judgement of whether it is cheaper / easier to manage the potential complaints than it might be to manage additional costs, delays and potentially penalties if the delays start to mount.

4.5 CMP

- Section 3.2.8 – demo – says acoustic screening will be installed “where possible”. MDA Report and CNVMP list it as mandatory. This discrepancy needs to be resolved.
- Says that drop shafts will be created to drop demolition material. This needs to be listed as a vibration risk – especially if dropping to the ground floor and dealt with in the MDA Report and CNVMP.
- Says that “a number” of sequential work faces will be created. Potential cumulative effects not addressed in MDA Report or CNVMP.

5.0 Noise assessment and compliance with a reasonable level

The MDA reports state that noise levels up to 40 dB L_{Aeq} inside hotel rooms may cause sleep disturbance but also concludes that 40 dB L_{Aeq} is reasonable.

The criteria used to determine a ‘reasonable’ noise level are unclear. There is little evaluation of the frequency, duration, character, or timing of the construction noise and vibration, or the potential effects on the operation of The Sebel. The MDA Report does not identify when unreasonable noise might occur, how often, or for how long.

Compliance with the Auckland Unitary Plan (**AUP**) permitted construction noise and vibration limits doesn’t mean adverse effects will be avoided or that levels will necessarily be reasonable when construction work is undertaken over a long duration near to sensitive receivers. This isn’t discussed in the MDA Report.

I recommend that the applicant clarify the term ‘generally reasonable’ and provide a more detailed and relevant assessment of the actual effects on the use of the rooms of The Sebel.

6.0 Vibration generally

The MDA Report does not provide vibration level predictions at The Sebel. The MDA Report does not identify where, when, for how long, or how often vibration may be perceptible within the hotel.

The lack of information and certainty around perceptible vibration inside the hotel building makes it difficult to understand the potential degree of disruption for guests and how the consent holder will manage the effects.

I recommend that the MDA Report is updated or supplemented to include vibration predictions at the The Sebel for the range of key activities, the effects that this vibration might have and how it will be monitored and managed.

7.0 AUP and matters of discretion

The AUP matters of discretion for restricted discretionary activities (where the permitted construction noise and/or vibration limits will be exceeded) include ensuring that noise levels are reasonable and compatible with surrounding activities. The MDA Report does not address the relevant matters of discretion.

I recommend that the MDA Report is updated or supplemented to address this.

8.0 Summary

Overall, I consider that:

1) The MDA Report is very brief for a project that has the potential to generate significant construction noise and vibration effects and considerable disruption.

2) I consider that there is a fundamental issue with the way the interaction between the assessment in the MDA Report and the way in which the CNVMP and Proposed Conditions are intended to manage the construction noise and vibration effects. The MDA Report should be updated or supplemented to include an assessment of construction noise and vibration effects where the levels are higher than what has been predicted, and as high as the Proposed Conditions would authorise.

    a. The Proposed Conditions should include clear and defined construction noise and vibration limits that cannot be exceeded, except if authorised by the CLG, written agreement with the occupier(s) of the affected building(s) and / or where the effects and BPO are certified by the Council (for example, in a Schedule).

    b. An assessment of construction noise and vibration effects and a Proposed Condition set that clearly assess and control the effects in a way that is clear, certain and enforceable, where the determination of the BPO is independent and certified by someone other than the consent holder, and where the decision-makers can understand the typical and maximum level of effect that is authorised by the Proposed Conditions.

3) There are a range of issues and absences in the Proposed Conditions, the CNVMP and CMP. These need to be resolved.

4) I consider that the assessment of construction noise effects on the The Sebel is too brief. It requires considerably more information so that the effects can be understood in the decision-making process and properly managed by the conditions and CNVMP.

5) There is no meaningful assessment of vibration effects on the The Hotel. The MDA Report should be updated or supplemented to address this.

6) The MDA Report needs to be updated or supplemented to address the relevant Matters of Discretion in E25 of the AUP.

7) Many aspects of the MDA Report, CNVMP and Proposed Conditions are inconsistent with the minute of the expert conferencing. Updates to reflect the minute will resolve several (but not all) of the concerns I raise in this advice.

MEETING NOTE

Project:	Downtown West		
Attendance:	Shaun King (MDA)	Jon Styles (Styles Group)	Pamela Santos (B&A)
Subject:	Expert Meeting - Shaun King & Jon Styles		

Minutes from meeting of Shaun King representing Precinct Properties (the applicant) and Jon Styles representing the Bodies Corporate. Outline of this meeting developed from Jon Styles memo dated 9 September 2025.

Item	Description	Action
Section 1.0 Sheet Piling		
1	**Jon Styles**: Request updated assessments to include sheet piling and pre-drilling **Shaun King**: Confirmed with team that sheet piling for foundations not proposed but sheet piling is required along the southern and half of the eastern boundary. Sheet piles will be pre-drilled. For pre-drilling the size of rig is not known due to contractor not being appointed. Conservatively assumed a medium size rig of 106 L_{WA}. Pre-drilling complies with the AUP permitted limits the at Sebel.	
2	**Jon Styles**: Confirm that the piling method will be pre-drilled sheet piles or any alternative that generates the same or less noise and vibration **Shaun King:** Confirmed pre-drilled sheet piles. Last ~2m is vibrated in to required depth. This is/will be covered in the MDA assessment (RMA and FTA).	
3	**Jon Styles**: Determine the preferred (least sensitive) times for noise from sheet piling and limit any infringement of the permitted construction noise and vibration standards to those times. **Shaun King**: Vibro piling will now occur during daytime construction hours. Sheet piles exceed the AUP permitted construction noise limit for 30m length along the southern boundary. Applicants team expects this length to take approximately 1 week to complete. Vibration from sheet piling to comply with 2 mm/s. **We agree** that it would be ideal if the conditions allowed for a process whereby the noisiest of works were scheduled around periods of time where the area is more sensitive to noise than usual such as during a major event (Sail GP). This needs to be balanced with ensuring that the construction duration is not prolonged more than necessary.	
Section 2.0 Noise assessment and compliance with a reasonable level		
4	**Jon Styles**: Request noise level predictions at 85-89 Customs St West (Sebel) for the various phases of demolition	

Shaun King: Compliance with permitted noise limits at the Sebel for all building demolition activities except for Sunday bridge removal. Potential non compliance on Sunday for pedestrian bridge (Sebel) and carpark ramp removal (Kyndryl Tower). Up to 70 dB LAeq at Sebel during the day (Sunday). Pedestrian bridge removal 1 Sunday.

We agree that the Sunday work over the permitted noise limit at the Sebel should be done after 9am, or as late in the morning as practicable.

We understand the Kyndryl is office and there is no residential. They are likely to be less sensitive to noise and vibration at night at weekends. Mr King is unclear on the timing of the carpark removal. We recommend that the demolition works exceeding the permitted standards at the Kyndryl are done at night or weekends.

5 **Jon Styles**: Request clarification of the term 'generally reasonable' and an assessment of the actual effects on the operation of the Sebel Hotel and other nearby businesses.

Shaun King: Compliance with 75 dB L_{Aeq} external will result in internal noise levels of < 45 dB L_{Aeq}. AAAC notes "Unlikely to interfere with daily residential and commercial activities". Additionally AS/NZS 2107 recommends 35-40 dB L_{Aeq} for "*Sleeping areas (night time) - Hotels and Motels in inner city areas or entertainment districts or near major roads*". This standard is applicable for sources such as traffic noise or air conditioning, but is typically considered too stringent for construction noise during the day. Based on this, our predicted internal noise levels of 45 dB L_{Aeq} are considered generally reasonable for a hotel during the day.

For a duration of approximately 1 week during sheet piling, internal levels will be up to 50 dB L_{Aeq} for short periods when the sheet piles are vibrated in. This will only occur during the day and is also considered generally reasonable.

Jon Styles: Considers that a measurement of the acoustic performance of the Sebel façade is undertaken to determine what the internal noise level would be when construction noise is at the permitted standards. He expects that it would be lower than 45 dB $L_{Aeq.}$ He considers that it would be ideal if all construction noise (except for sheet piling) could comply with the level of 40 dB L_{Aeq} in hotel rooms.

We agree that a measurement of the façade sound insulation performance is undertaken. This will determine the indoor noise level when the permitted noise standard is reached outside.

Section 3.0 Vibration

6 **Jon Styles**: Request that the assessments are revised to adopt the correct interpretation of rule E25.6.30(1)(b), and confirm any infringements of the permitted standards that might result from adopting the correct interpretation

Shaun King: Disagree with the interpretation. However, Mr King considers that the work will comply with E25.6.30(1)(b) under his interpretation or Mr Styles'.

We agree that a condition could be drafted to require compliance with the vibration limits in the below snip (from Rule E25.6.30(1)(b)) with the exception of Aon and HSBC carpark. The snip below does not include the clauses that Mr King and Mr Styles disagree on.

(b) the limits in Table E25.6.30.1 Vibration limits in buildings in any axis when measured in the corner of the floor of the storey of interest for multi-storey buildings, or within 500mm of ground level at the foundation of a single storey building.

Table E25.6.30.1 Vibration limits in buildings

Receiver	Period	Peak Particle Velocity Limit millimetres/second
Occupied activity sensitive to noise	Night-time 10pm to 7am	0.3 mm/s
	Daytime 7am to 10pm	2 mm/s
Other occupied buildings	At all times	2 mm/s

7 **Jon Styles**: Request updates to the vibration setback distances in the CNVMP.

Shaun King: I have used a 100% safety factor for the cosmetic building damage but not for amenity. This explains the discrepancy.

Jon Styles: Mr Styles accepts Mr King's explanation and no updates to the setback distances are required.

8 **Jon Styles**: Request clarification on whether vibratory compaction may be required and construction noise and vibration assessments of this activity including predictions, timing, frequency, and duration.

Shaun King: I have confirmed with the applicant team that vibratory compaction is not required.

9 **Jon Styles**: Vibration levels of more than 0.3 mm per second inside the hotel bedrooms could prevent people from sleeping and levels of 1 mm/s PPV or more could be very disruptive for guests who are trying to rest or relax. We recommend that the potential effects are clearly described

Shaun King: I consider 0.3 mm/s too stringent in a hotel room during the day. I predict vibration levels of 0.5 - 1 mm/s during vibratory sheet piling and < 0.5mm for demolition. Vibration of 0.5 - 1 mm/s will be perceptible but is typically acceptable with prior notification.

Jon Styles: Considers that vibration levels over 0.3mm/s during the day are undesirable for the hotel but levels higher than this (up to 1mm/s) could be managed with good engagement and permanent vibration monitoring in the Sebel during demolition and below ground works (excavation and piling). This will enable Sebel and its guests to be confident that vibration levels will be managed to low but noticeable levels during the day.

Shaun King agrees for guests trying to sleep during the day.

Section 4.0 AUP and matters of discretion

10 **Jon Styles**: Request an assessment of the construction noise and vibration levels that cannot practicably comply with the AUP permitted limits against the relevant matters of discretion.

Shaun King: Mr King confirms that the matters of discretion E25.8.2(1) will be addressed in the FTA report. A draft of the MDA assessment will be provided by the 10/10 ahead of potential meeting mid October.

Section 5.0 Noise effects duration

11 **Jon Styles**: Request estimations of the timing, frequency, and duration of effects on the buildings at 85-89 Customs St West (Sebel) and Kyndryl including in hotel rooms and other potentially affected spaces.

Shaun King:

- Demolition – approx. 9 month total duration. All of this work will comply with permitted noise and vibration standards at the Sebel except for the pedestrian bridge removal (noise only) as noted in Item 4 above.
- Piling, foundations and excavation – approx. 9 month total duration. All of this work will comply with permitted noise and vibration standards at the Sebel except for sheet piling as noted in Items 1-3 above.
- Construction noise and vibration levels will reduce considerably once the podiums are complete. Mr King to confirm when podium structures are to be completed and therefore the highest noise and vibration works are complete.
- The construction of the towers and podium 1 is likely to generate noise levels much lower (5-10 dB) than the permitted standards at the Sebel for the vast majority of the work.
- An assessment of the above bullet points will be incorporated in the MDA FTA report.

12 **Jon Styles**: Related to this issue – it appears from the MDA assessments that the only infringement of the permitted construction noise and vibration standards at 85-89 Customs St West is for piling works up to three weeks in duration. He requests that this is confirmed as correct.

Shaun King: Confirmed that the only infringements at the Sebel are sheet piling and pedestrian bridge removal. Refer to Items 1-4 above.

Section 6.0 Existing foundations

13 **Jon Styles**: Provide construction noise and vibration predictions for removing in-ground foundations and estimate the timing and duration of the work.

Shaun King: Intermittent during the 9 month excavation phase. Timing would be typical construction hours. Predicted to comply with 75 dB L_{Aeq} with a breaker shroud (5dB mitigation). < 0.5mm/s at Sebel

Section 7.0 The draft CNVMP

14 **Shaun King:** The CNVMP will be updated to reflect the below and the revised demo and construction methodology.

Jon Styles: Request that the following updates are included in the project CNVMP:

Include targeted mitigation for the proposed activities, particularly those that can't practically comply with the permitted construction noise limits.

Shaun King: Agreed

Jon Styles: Include the requirement and specifications for acoustic barriers to screen the Sebel and other nearby businesses during sheet piling.

Shaun King: Screening wont be provided now that vibro piling occurs during daytime hours and the infringement to the permitted standards is 5dB.

Jon Styles: Include an objective and adopt the AAAC guidelines.

Shaun King: Agreed

Jon Styles: Include a section on corrective actions for non-compliance.

Shaun King: Agreed

Jon Styles: Include clear construction noise and vibration limits for activities that cannot comply with the AUP permitted limits but state that the overall intention is to comply with the AUP limits wherever practicable.

We agree that the conditions and CNVMP should require compliance with the permitted noise and vibration standards at the Sebel for all demo and construction activities pedestrian bridge removal and approximately 1 week of sheet piling. We agree that the conditions and CNVMP should prescribe a separate and clear process for controlling the noise and vibration levels from these two activities.

Jon Styles: Correct section and table references and remove the assessment of effects.

Shaun King: Agreed

Jon Styles: Remove the reference to the 3-day exception to the vibration amenity limit of 2 mm/s PPV because it is not correct or applicable.

Shaun King: Agreed as above

Jon Styles: Update sections 4.2 and 4.3 of the CNVMP to be relevant to the end user.

Shaun King: Section 4.2 will be retained but an extra sentence added to make it clear that the table must be updated following measurements. Section 4.3 will also be retained but updated to make it clear that this section is to assist the contractors in understanding the effects of vibration at neighbouring properties. Mr Styles agrees with this.

Jon Styles: Remove references to the potential for night works in section 5.3.

Shaun King: To be updated to be specific to pedestrian bridge removal and potentially concrete pours. It is expected that concrete pours can comply with the permitted noise standards and this will be confirmed in the FTA report.

Jon Styles: State in section 5.8 that all concrete breaking must be undertaken with an excavator no larger than 10-t.

Shaun King: CNVMP to state that concrete breaking will be undertaken with an excavator no larger than 10-t unless a specific assessment shows that a larger machine can comply with the permitted standards.

Jon Styles: Remove any references to rock breaking.

Shaun King: Agreed

Jon Styles: Remove any references in section 6.2 that would enable works to continue when generating vibration levels greater than the DIN 4150 Standard and any recommendations that are not relevant to the project.

Shaun King: Agreed

Jon Styles: State in section 7 of the CNVMP when construction noise and vibration monitoring will occur. This should be comprehensive given the potential adverse effects that are sought to be authorised.

Shaun King: Agrees that the CNVMP should state the times/activities where noise and vibration monitoring should occur. A plan will be developed and circulated on the 10/10 for discussion at the meeting set of mid October.

Proposed Conditions of Consent

To be discussed further following circulation and review of updated set of conditions.

Conditions

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

Definitions

“AT” means Auckland Transport;
“AUP (OP)” means the Auckland Unitary Plan (Operative in Part); “CAR” means Corridor Access Request;
“CLG” means Community Liaison Group; “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; “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; “SLMP” means Servicing and Loading Management Plan; “SQEP” means Suitably Qualified and Experienced Person;
“Viaduct Streets” means the public roads within the Viaduct annotated in yellow within Attachment 3;

General conditions

These conditions apply to all resource consents.

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, 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 7 November 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 $1,170 (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.

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 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);

   e. Docklands Management Limited (representing Princes Wharf entities);

   f. Bodies Corporate 33640 / 321390 / 32191 / 336459 / 383524 / 378969 / 323876 / 321393 / 321389 The Parc (The Parc) (Various addresses)

   g. Body Corporate 199318 The Point (The Point)

   h. Body Corporate 326496 Lighter Quay North (Lighter Quay North)

   i. Body Corporate 358939 Lighter Quay Halsey (Lighter Quay Halsey)

   j. Body Corporate 343562 Lighter Quay Statis (Lighter Quay Stratis)

   k. Body Corporate 198900 (The Quays) (95-97 Customs Street West, Auckland Central)

   l. Accor Australia & New Zealand Hospitality Pty Limited;

   m. Quattro RE Limited as Trustee for ATT NZ1 (**Kyndryl Tower**); and

   n. Viaduct Harbour Holdings Limited.

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:

   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. 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;

d. Enable opportunities for concerns and issues to be reported to the consent holder and responded to by the consent holder; and

e. 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 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.

b. Provide information at least 5 working days in advance of the meeting at which that information is to be discussed.

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 at least 10 working days before that meeting is to be held.

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 10 working days within which to provide feedback.

e. 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.

f. 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.

g. Have a representative attend and chair all CLG meetings.

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

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

9. The CLG must continue until construction works are completed on the site, and Council sign-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, 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.

Contact details for complaints

X1. A dedicated email address and / or the contact details for the appointed contractor or project manager (phone number, email address, postal address) must be made available to the members of the CLG to establish a clear pathway to report and correct a breach of any of the conditions of this consent. Complaints must be able to be received and actioned 24 hours per day.

Advice Note:

The above is in addition to any complaints procedure that may be initiated with Auckland Council, and is intended to provide residents and members of the community located in close proximity to the works with a point of contact for the identification of matters needing urgent response.

Heavy construction vehicle access

X2. Heavy construction vehicles associated with the Project must not utilise Quay Street or the Viaduct Streets (as identified in **Attachment 3**), except as needed to facilitate the demolition of the Lower Hobson Street pedestrian overbridge.

X3. Heavy construction vehicle movements must not occur between peak travel times of 4:30pm and 6:00pm Monday to Friday.

Pedestrian access

X5. A dedicated and formalised pedestrian route that maintains continuous safe and effective east-west connectivity along Customs Street West must be established and maintained throughout the demolition and construction phases of the Project, including through the use of a gantry system. Small exceptions to this requirement to ensure public safety are anticipated to enable the removal of the Downtown Carpark ramp onto Fanshawe Street.

Princes Wharf access

X6. The consent holder must not cause ~~T~~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, both in a physical and operational capacity. A small exception to this requirement to ensure public safety is anticipated 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 Dockland Management to coordinate those works on a weekend that avoids cruise ship arrivals / docking at Princes Wharf.

X7. The consent holder must not cause the access to and from Princes Wharf via the lower Hobson flyover to be closed during the demolition and construction phases of the Project, both in a physical and operational capacity. A small exception to this requirement to ensure public safety is anticipated 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 and from Princes Wharf. In determining an appropriate weekend to undertake the removal of the Lower Hobson Street Pedestrian Overbridge, the Consent Holder must engage with Dockland Management Limited to coordinate those works on a weekend that avoids cruise ship arrivals / docking at Princes Wharf.

Viaduct Harbour access

X8. The left-turn from Sturdee Street into Customs Street West must be maintained throughout the demolition and construction phases of the Project, both in a physical and operational capacity.

Management Plans

10. Conditions 11 to 20 apply to all Management Plans required by these conditions.

11. Management Plans must be prepared by a Suitably Qualified and Experienced Person(s) (SQEP). The consent holder must consult with the CLG on the development of the Management Plans listed at Condition 7(e)(i)-(v), and any affected party(ies) identified by the SQEP in the development of all Management Plans.

12. Management Plans must be submitted to the Council for certification in writing. 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 of the Management Plan.

    Advice Note:

    Any preliminary works, which do not need resource consent / are permitted activities can be undertaken prior to any Management Plan(s) being certified.

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 shall be submitted at least 20 working days prior to Commencement of Construction (as applicable) of that part of 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 Condition 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 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 12 and 13 above, the consent holder must submit a revised Management Plan for certification as soon as practicable. 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 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 apply.

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 they comply with the applicable requirements of these conditions. Any material change must be consistent with the 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 be prepared in consultation with those same parties.

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

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 must be made available to the Council during monitoring inspections.

Specific conditions – land use consent LUC[insert reference]

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.

22. The objectives of the CMP are to:

    a. Define the procedures to manage adverse effects resulting from construction activities;

    b. Set out the duration, frequency and timing of works to manage disruption, taking into account other construction related activities occurring in the vicinity;

    c. Require engagement with the CLG and affected receivers; and

    d. Require timely management of complaints, including by implementing remedial actions, where appropriate.

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

a. Protect the public from demolition and construction activities; and

b. Contain the demolition and construction works within the Site where possible.

24. The CMP must include specific details to manage adverse effects on the environment and neighbouring properties from construction, and management of all works associated with this development, including at a minimum (where they are not already managed by the CTMP, CNVMP, ESCMP, DMP and GSMCP):

a. Specify practicable methods and measures to manage adverse environmental effects arising from construction works;

b. Provide the framework for the contractor responsible for this CMP to achieve compliance with conditions of resource consents;

c. Include contact details of the appointed contractor or project manager (phone number, email address, postal address);

d. Include a general outline of the construction programme including the hours of operation for each stage of construction;

e. 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. Identify the location and servicing of workers' conveniences (e.g. portaloos) and workers transport arrangements and car parking;

g. Include a Site plan identifying material, plant and machinery storage areas as well as loading and unloading zones;

h. 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

i. Complaints procedure

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. Evidence must be provided that the consent holder has consulted Auckland Transport as part of the preparation of the CTMP.

26. The objective of the CTMP is to manage the effects of demolition and construction traffic impacts on the surrounding road network and on properties within the vicinity of the demolition and construction works.

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

    a. A clear understanding of the constraints and requirements of those residents and businesses operating in the vicinity of 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;

    b. Protect the public from hazards associated with demolition and construction activities;

    c. Contain the demolition and construction works within the Site where possible;

    d. Minimise unnecessary pedestrian, road and bus lane closures, and provide safe alternatives where any closures are required;

    e. Minimise any required road closures by undertaking the demolition and construction works in an efficient manner;

    f. Consider Auckland Transport's TTM (Temporary Traffic Management) guide in preparing the CTMP;

    g. Manage disruption to the transport network, taking into account other construction related activities occurring in the vicinity, by considering the proposed duration, frequency and timing of demolition and construction works; and

    h. Avoid using Quay Street and the **Viaduct Streets** as heavy construction vehicle routes.

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. A general outline of the Site clearance, demolition and construction programme;

    c. Plans showing areas where stockpiles, and storage of equipment will occur so that any obstruction of public spaces (e.g., roads) is minimised;

    d. Plans showing the location of any Site offices and worker facilities during the construction period;

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

g. Location of traffic signs on surrounding streets and proposed signage for traffic management purposes during demolition and construction;

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

i. 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 waiting and loading locations;

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

k. 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;

l. Requirements for any road pavement assessment and road pavement monitoring details, and associated road pavement repair measures;

m. 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 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;

n. 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.

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

p. 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;

q. Ensure the Site access point(s) are clearly signposted;

r. For each construction phase:

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

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

t. 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

u. 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)

Construction Noise and Vibration Management Plan (CNVMP)

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.

30. The objective of the CNVMP is to identify and adopt the Best Practicable Option for ~~managing~~ minimising adverse construction noise and vibration effects, including defining the procedures to be followed to achieve compliance with the criteria in Condition 65 and 67 where practicable; and where compliance with the criteria in Conditions 65 and 67 cannot practicably be achieved, ensuring that a 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 understanding of the constraints and requirements of those residents and businesses operating in the vicinity of Project inform the approach to mitigating noise and vibration effects associated with the demolition and construction phases of the Project.

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 taking into account other construction related activities occurring in the vicinity;

    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 70; (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.

o. a requirement for the update of the CNVMP:

(i) 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.

Erosion and Sediment Control Management Plan (ESCMP)

32. The consent holder must prepare and submit an Erosion and Sediment Control 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**).*

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.

34. The ESCP 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 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 sediment controls.

Dust Management Plan (DMP)

35. The consent holder must prepare and submit a Dust Management Plan (**DMP**) in general accordance with the draft DMP referenced in Condition 1.

36. The objective of the DMP is to manage dust related effects from 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 inform the approach to mitigating dust effects associated with the demolition and construction phases of the Project.

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

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. monitoring procedures, including frequency and kind of monitoring to be undertaken, records to be kept and any system review or reporting required; and

f. a process to record and investigate any dust complaints.

Groundwater and Settlement Monitoring and Contingency Plan (GSMCP)

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.

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 Project inform the approach to mitigating groundwater and settlement effects associated with the Project.

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. 1, dated 31 May 2023. 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. 1, dated 31 May 2023, 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.

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)

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].

43. The objectives of the CSMP are to:

   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.

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.

Prior to Commencement Conditions

Pre-construction meeting

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

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

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;
- Resource consent conditions;
- Any applicable 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.

Architectural Design Plans

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. Materials schedule and specification, sample palette of materials, surface finishes, and colour schemes (including colour swatches) referenced on the architectural elevations;

c. 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);

d. Confirmation that the development complies with Standard H8.6.29 (Glare) of the AUP(OP); and

e. Final design of the service lane including pedestrian paths.

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.

All works must then be carried out in accordance with the finalised architectural detail drawings and materials specifications, and thereafter retained and maintained for the duration of the consented development.

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 are consistent with the approved plans and information.

Landscape Treatment and Maintenance – Finalised Details

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 intent identified in the plans and information referenced at condition 1 and must include:

    a. detailed landscape plan and specifications;

    b. planting schedule, detailing the specific planting species, the number of plants provided, locations, heights/pint bag sizes;

    c. irrigation details;

    d. hard landscape plan and specifications, detailing materiality and colour for the external spaces;

    e. annotated sections with key dimensions to illustrate that adequate widths and depths are provided for amenity planting beds;

    f. a management/maintenance programme, in particular details of maintenance methodology and frequency, allowance for replacement of plants in case plants are severely damaged / die over the first five years of the planting being established.

Signage and Wayfinding Design

48. Prior to erection or installation of any signs, the consent holder must provide to Council a comprehensive Signage Management Plan 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, 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.

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.

Lighting Plan

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:

- include details of the light-box feature (lux levels, type of lighting);
- 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;
- 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;
- demonstrate compliance with the relevant standards in E24.6.1 Lighting of the Auckland Unitary Plan (Operative in Part);
- 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);
- 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; and
- 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.

50. The finalised design details certified by the qualified Lighting Engineer under Condition [49] must be 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

51. Within 10 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 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

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)

53. Prior to commencement of demolition that will affect access to the M Social service driveway (accessed via the Lower Hobson Street slip lane), the consent holder must prepare, a Managed Access Service Arrangement Plan (**MASAP**). 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.

54. The objective purpose of the MASAP is to ensure necessary measures are in place to manage scheduling and coordination of access / servicing requirements and delivery arrangements of M Social to and from its service driveway.

55. The following information must be provided with the MASAP as part of the Council certification process:

    a. Records of consultation undertaken with M Social; and

b. 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).

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).

Tree Protection

58. All tree work proposed must be undertaken in accordance with the recommendations within the Arboricultural Assessment, prepared by Peers Brown Miller Ltd, dated 04/11/2025. A copy of this Arboricultural Assessment must be available onsite at all times.

59. 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 works arborist. This fencing must be installed at the edge of the root zone where practicable.

62. The fencing 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 is to be confirmed and approved at the pre-construction meeting.

63. All pruning works are to be undertaken by a Council Approved Arborist under the supervision of the 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 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:

- *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.*

Construction noise limits

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

Time	Construction Noise dB L_{Aeq}	L_{AFmax}
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 70 shall 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 – structural and amenity limits

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 as far as practicable.

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

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 and Vibration Management Plan

69. 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.

70. 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, a SQEP must prepare a Schedule to the CNVMP (Schedule), in consultation with the owners and occupiers of sites subject to the Schedule. The objective of a Schedule is to set out the Best Practicable Option for minimising the noise and/or vibration effects of an activity that cannot practicably comply with the criteria in Conditions 65 or 67.

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

   a. the activity start and finish dates, equipment and methodology;

   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 summary of the consultation undertaken with each identified receiver, and how consultation has been considered; and

f. the locations, times and types of any monitoring.

72. Each Schedule must be submitted to Council for ~~information~~ certification at least 5 days, except in unforeseen circumstances, prior to the start of the activity to which the Schedule applies, and must be implemented for the duration of that activity.

Construction hours

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.

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

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.

75. The following noise limits must not be exceeded by any 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.

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.

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 shall not generate a noise level greater than:

a. 35 dB LAeq in bedrooms and sleeping areas, and

b. 40 dB LAeq in other noise sensitive spaces

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

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 76.

Wastewater

78. The consent holder must design and construct connections to the public wastewater reticulation network to serve the development in accordance the requirements of the wastewater utility service provider. 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.

Advice note:

- *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*
- *WSL's approval for water and wastewater is valid for two years from the issuance date, 12/08/2024.*

Flooding

79. The consent holder must construct a flood barrier within the service lane in accordance with the Flood Hazard and Risk Assessment prepared by Tonkin + Taylor.

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 crossing 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.

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.

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. 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.

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.

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.

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 will be met by the consent holder.

Geotechnical supervision

89. Earthworks and construction of retaining walls must be supervised by a SQEP (who is familiar with Geotechnical Report by Tonkin + Taylor (reference: 1016043.2000-RPT-GT-001, dated: November 2025). 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. The supervising engineer's contact details must be provided in writing to the Council at least two weeks prior to earthworks commencing onsite.

Construction methodology

90. The consent holder must provide a detailed construction methodology written by a SQEP to Council for written certification for the contractor to undertake the earthworks in accordance with and include the recommendations provided within the Geotechnical Report by Tonkin + Taylor (reference: 1016043.2000-RPT-GT-001, dated: November 2025). This must be provided to ensure boundary stability is maintained throughout the civil works stage of the development. The construction methodology must be provided in writing at least two weeks prior to earthworks commencing onsite. No works onsite are permitted prior to Council certification.

91. Certification from a suitably qualified SQEP 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.

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 certified GSMCP. 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 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.

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.

101. Beyond the boundary of the Site, there must be no odour, dust or particulate caused by discharges from the Site, which in the opinion of an enforcement officer (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.

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 102 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.

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 findings of the Wind Design Review, titled “Downtown Carpark Development – Environmental Winds Report”, by Holmes, October 2025 (referenced Condition 1) remain accurate. If it is found that the standard is not complied with or the infringements that were consented are exceeded, the consent holder must make any changes as necessary to the building to ensure that compliance is achieved, prior to building occupation.

Glare

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).

Post Construction Conditions

Hazardous Substance Management Plan

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.

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.

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

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.

113. 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 flood protection requirements recommended within the Flood hazard and risk assessment by Tonkin + Taylor (reference: 1016043 v7, dated: November 2025) have been installed and / or completed onsite.

Post-construction condition survey

114. Within 20 working days from the completion of works, the consent holder must provide post-construction condition survey of the existing buildings, structures, land and/or Services surveyed in the precondition survey and a written report prepared by the SQEP responsible for overviewing the surveys which must include comment on any changes to the existing building(s), structure(s) and/or Service(s) within the area and completed remedial works to the reasonable satisfaction of the Council.

Covenant for the lease of off-site parking spaces

115. 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. 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. 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.

c. 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. 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.

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 be 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.*

Prior to Occupation of Building Conditions

Operational Waste Management Plan (OWMP)

117. Prior to the commencement 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.

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 OWMP must, as a minimum, include the following information:

    a. define user access arrangements in detail;

    b. confirm that the vehicles to be used for rubbish collection can satisfactorily enter and exit the site (noting the 3.6m vertical height restriction);

    c. details of waste materials to be collected by facilities management on each 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. Prior to the commencement of any activities on Site, the consent holder must provide a final Servicing and Loading Management Plan (**SLMP**) to the Council, 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 ensure compliance with the vertical clearance restrictions on the service lane; and

d. To ensure the loading areas operate safely.

122. The SLMP must, as a minimum, include the following information:

a. Use of an automated booking system (such as Mobile Dock) to allow:

(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;

b. Provide procedures to manage unscheduled vehicle arrivals;

c. Core hours of 6:30 am to 4:30 pm where the loading dock will be managed by a Dock Manager;

d. Details about signage to show the vertical clearance restrictions;

e. Details of a convex mirror to provide visibility for trucks exiting the loading area of the Site; and

f. Monitoring programme and Management Plan review.

123. The development must be 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; and

d. To ensure the drop-off area operates safely.

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

(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;

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

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.

No complaints Covenant

128. Prior to the occupation of the proposed hotel rooms and apartments, the consent holder shall provide evidence to 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).

Advice Note:

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

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

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. 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.

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.

Quay Street vehicle crossing treatment

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.
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

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

134. Prior to operation of the activity, a noise assessment report with measurement results prepared by a SQEP must be submitted to the Council to verify that the proposed building has been insulated and constructed to comply with Condition 76.

Hazardous Substance

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).

136. 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.

137. Suitable and sufficient spill kits must be maintained onsite at all times.

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

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.

Specific conditions – Discharge Permit DISxxxx and Land Use Consent (NESCS) LUCxxxx

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.

141. 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.

142. The DSI report documenting the site investigation, required by Condition 141, must be submitted to the Council for review. 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.

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

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.

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.

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. The consent holder must ensure that dust management during the excavation works generally complies with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016).

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.

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.

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 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.

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
j. Reports of any complaints, health and safety incidents related to contamination, and/or contingency events during the earthworks
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

Duration of consent

151. Consent DISXXXX 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

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:

    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 supress 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.

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.

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 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.

Specific conditions – Water Permit WATxxxx – 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.
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

Category of Damage	Normal Degree of Severity	Description of Typical Damage *(Building Damage Classification after Burland (1995), and Mair et al (1996))*	General Category *(after Burland – 1995)*
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	

		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

155. The take (dewatering) and groundwater diversion consent WATxxx 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

156. Under section 128 of the RMA the conditions of this consent WAT60430574 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.

Notice of Commencement of Dewatering

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

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.

Excavation Limit

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 -16.1m.

Performance Standards

Damage Avoidance

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

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 Settlement Alarm or Alert Level**)	1:250	1:500

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	20mm 25mm	14mm 17mm
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**): • MSocial, HSBC Tower, AON Tower & Hobson Street Flyover • 204 Quay Street, Tepid Baths, 85 Customs Street West (The Sebel)	12mm 10mm	8mm 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 • Top of Wall Along Western & Eastern Boundary	20mm 25mm	15mm 20mm
f)	Total lateral wall deflection from the pre-excavation baseline level and any subsequent reading at any Inclinometer (the **Inclinometer Deformation Alarm or Alert Level**): • I01 to I03	25mm	20mm

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

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. 1, dated 31 May 2023.

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

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 overviewing 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.

   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

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 overviewing 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 overviewing 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)

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.

The overall objective of the GSMCP must be to set out the practices and procedures to be adopted to ensure compliance with the consent conditions 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. 1, dated 31 May 2023. 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. 1, dated 31 May 2023, 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.

165. All construction, dewatering, monitoring and contingency actions must be carried out in accordance with the approved 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

166. Prior to the Commencement of Dewatering a detailed condition survey of buildings 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 overviewing the monitoring. The report must be submitted for certification by the Council.

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. 1, dated 31 May 2023.

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.

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 (MSocial 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		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.*

Pre-Dewatering Services Condition Survey

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.

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.

External Visual Inspections during Dewatering

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 overviewing 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

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 overviewing 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 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

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 overviewing 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.

Ground Surface and Building Deformation Monitoring

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. 1, dated 31 May 2023, 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	One month before Commencement of Excavation to Completion of Construction Phase	From Completion of Construction Phase Dewatering until

			Excavation	Dewatering	3 months later
MW01 to MW04 Groundwater level accuracy of +/- 10 mm			Monthly (with a minimum of three monthly readings)	Weekly	Monthly

Advice note:

The monitoring frequency may be changed, if approved by the Council.

Ground Surface and Building Deformation Monitoring

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. 1, dated 31 May 2023. 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

173. Twenty three retaining wall deflection stations, for the measurement of lateral wall movement, must be installed along the top of the retaining walls, and three inclinometers (I01 to I03) 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. 1, dated 31 May 2023. 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.

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.	Fortnightly	Monthly

Advice note:

The monitoring frequency may be changed, if approved by the council, through the GSMCP.

Access to Third Party Property

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.

Contingency Actions

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 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

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

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

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.

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

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 complied with in accordance with the Water and Wastewater CoP – WW17.*

10. *The consent holder must obtain approval from Auckland Transport for any proposed works or occupation of the road reserve. It will be the responsibility of the consent holder to determine the presence of any underground services that may be affected by the applicant's work in the road reserve. Should any services exist, the applicant must contact the owners of those and agree on the service owner's future access for maintenance and upgrades. Services information may be obtained from https://www.beforeudig.co.nz/.*

    All work in the road reserve must be carried out in accordance with the general requirements of the National Code of Practice for Utility Operators' Access to Transport Corridors https://nzuag.org.nz/wp-content/uploads/2018/11/National-Code- amended- version-29-Nov-2018.pdf and Auckland Transport Design Manual https://at.govt.nz/about-us/manuals-guidelines/transport-design-manual/

    Prior to carrying out any work in the road corridor, the consent holder must submit to Auckland Transport a Corridor Access Request (CAR) and temporary Traffic management plant (TMP), the latter prepared by an NZ Transport Agency qualified person and work must not commence until such a time as the applicant has approval in the form of a Works Access Permit (WAP). The application may be made at https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests and 15 working days should be allowed for approval.

11. *Any works done on land affected by an Auckland Transport Designation need written consent from AT before the works can begin.*

12. *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.*

13. *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.*

14. *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).*

15. *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.*

16. *Additional geotechnical investigations may be required for final design for Building Consent.*

17. *Geotechnical review of the detailed design drawings may be required to confirm their recommendations have been adopted for Building Consent.*

18. *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.*

19. *The site frontage along Lower Hobson Street and Customs Street West should be reinstated as a footpath, kerb and channel.*

Canopy Encroachment

21. *The proposed canopy should comply with section 6 of AT Encroachment guidelines.*

22. *AT will manage the road network according to its own policies and strategic objectives.*

23. *The applicant will need to have an airspace licence for the canopies over the footpath and the license to be approved by Auckland Transport. Encroachment guidelines will need to be met as per the Encroachment Policy: https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property- owners/road-encroachment-licences-or-leases/*

24. *This would require an encroachment licence (construction and maintenance agreement) for an encroaching structure within the road reserve. See link below for information.*

25. *Encroachment licence applications are processed by our property team. Irene Tulloch in the property team is the manager and someone in her team should be able to assist. A link to information and application forms is below. https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property- owners/road-encroachment-licences-or-leases/*

Works that require a Resolution

26. *The proposed removal and provision of permanent traffic and parking controls (NSAAT and works to the motorcycle parking area in Hardinge Street are subject to a Resolution approval from Auckland Transport. Changes to traffic/parking controls on the road reserve will require Auckland Transport Traffic Control Committee (TCC) resolutions. The resolutions, prepared*

by a qualified traffic engineer, will need to be approved so that the changes to the road reserve can be legally implemented and enforced. The resolution process requires external consultation to be undertaken in accordance with Auckland Transport's standard procedures. It is the responsibility of the consent holder to prepare and submit a permanent Traffic and Parking Changes report to Auckland Transport Traffic Control Committee (TCC) for review and approval. No changes to the traffic and parking controls will be allowed before the resolution is approved by the Auckland Transport Traffic Control Committee (TCC). All costs are borne by the consent holder.

Application details can be found from the following Auckland Transport website link: https://at.govt.nz/about-us/working-with-at/traffic-and-parking-controls.

27. *A copy of the Resolution from the Traffic Control Committee should be submitted to the council prior to the commencement of the activity provided for by this consent approval.*

Engineering Approval - Transport

28. *The consent holder should submit engineering plans (including engineering calculations and specifications) to the council for approval in writing. The engineering plans should include, but not be limited to, the information regarding the detailed design of any roads and road network activities.*

29. *As part of the application for Engineering Plan Approval, a registered engineer should:*
    - *Certify that all public roads and associated structures/facilities or access ways have been designed in accordance with Auckland Transport's Transport Design Manual.*
    - *Provide a statement that the proposed infrastructure has been designed for the long-term operation and maintenance of the asset.*
    - *Confirm that all practical measures are included in the design to facilitate safe working conditions in and around the asset.*

The engineering plan application forms including fees can be found at the following Auckland Council website:

https://www.aucklandcouncil.govt.nz/building-and-consents/engineering-approvals/Pages/default.aspx

30. *An engineering completion certificate certifying that the proposed roads and/or the ancillary structures on the roads to be vested in Auckland Council have been constructed in accordance with EPA requirements should be provided when applying for a certificate under section 224(c) of the RMA (if there is a 224c component) to council.*

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 2025
Architecture & Landscape Report	Warren and Mahoney	B	03/10/25
Downtown Carpark Site Development Te Pūmanawa O Tāmaki	Haumi (NZ)	-	-
Downtown Carpark Site Development Urban Design Assessment	McIndoe Urban	-	06 November
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
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
Preliminary Detailed Site Investigation Report 1016043.1000 v2	Tonkin + Taylor	2	6 November 2025
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	1	10 October 2025
Consultation Summary Report	Barker & Associates	-	7 November 2025
Flood Hazard and Risk Assessment 1016043.2000 v7	Tonkin + Taylor	7	07/11/2025
Air Quality Assessment 1016043.2000 v3.0	Tonkin + Taylor	3	November 2025
Dust Management Plan 1016043.1000 v2.0	Tonkin + Taylor	2	November 2025
Draft Construction Traffic Management Plan R6C251106	Flow Transportation Specialists		06 November 2025
Draft Construction Noise and Vibration Management Plan Rp 007 20230126	Marshall Day Acoustics.	-	6 November 2025
Environmental Winds Report 145828.16	Holmes	ISSUE	29 October 2025
Draft Servicing and Loading Management Plan	Flow Transportation Specialists		06 November 2025
Draft Hotel Pick-Up and Drop-Off Management Plan	Flow Transportation Specialists		06 November 2025
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	Tonkin + Taylor	5.1	November 2025

Downtown Carpark Development, Auckland: Fast Track Archaeological Assessment	Clough & Associates		Octobe r 2025
Draft Archaeological Management Plan: Downtown Carpark Development, Auckland Fast Track	Clough & Associates		Octobe r 2025
Downtown West Development Fast Track Application Economic Impact	Property Economics		Octobe r 2025

Overview 52492.10			
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
Demolition and Construction Transport Assessment R4C251106	Flow Transportation Specialists		06 November 2025
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
Coastal hazard and risk assessment 1016043 v3	Tonkin + Taylor	3	07/11/2025

DOWNTOWN CARPARK SITE DEVELOPMENT - CONDITIONS OF CONSENT

ATTACHMENT 2: DRAWINGS

Plan title and reference	Author	Rev	Dated
Drawings – Architecture			
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

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

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

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

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

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
Drawings – Landscape			
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
Drawings – Demolition			
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

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 - 1300-140 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

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

Drawings – Infrastructure Design
General

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

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