

Condition (red identifies the change made to condition by applicant on 19.12.25)	Suggested Alternative Wording or Issue (red identifies changes carried through by applicant of 19.12.25, strikethrough deletions and green proposed additions)	Comments/Explanation	Requiring Authority Response – 29/01/2026
<p>Urban Design Conditions:</p> <p><u>Condition 6: Urban Design Guideline Framework</u></p> <p>At Outline Plan of Works stage, a design statement prepared by a suitably qualified person shall be submitted to Council that demonstrates how the design of the Justice Facility has addressed the Urban Design Guidelines Framework (UDGF) outlined in the Urban Design Assessment prepared by Architectus (dated June 2025), including:</p> <ul style="list-style-type: none"> • How the site layout and building design meets the UDGF principles for safe, easy circulation and access; • How the building design meets the UDGF principles for building massing/form and building facades; • How the design meets the UDGF principles for Crime Prevention Through Environmental Design (CPTED); • How the design meets the UDGF principles for wayfinding and navigation; • How the design meets the UDGF principles for building entrances; • How the design meets the UDGF principles for landscape and open space. 	<p>Urban Design Conditions:</p> <p><u>Condition 6: Urban Design Guideline Framework</u></p> <p>Prior to the commencement of Earthworks an Outline Plan of Works (OPW) application including finalised architectural and landscaping designs, a final design statement prepared by a suitably qualified person shall be submitted to Council for assessment and approval. The earthworks shall not commence until the approval of such an OPW application and the development shall be carried out in accordance with the approved details.</p> <p>The OPW must demonstrate how the design of the Waitakere District Court - New Courthouse project, including the building form, scale, height and layout, and general arrangement of landscaping and access has addressed the Urban Design Guidelines Framework (UDGF) outlined in the Urban Design Assessment prepared by Architectus (dated December 2025) and is in general accordance with the bulk and location study prepared by Architectus, dated December 2025, subject to addressing any deviation to address criteria (g) below. This includes</p> <ul style="list-style-type: none"> • (a) How the site layout and building design meets the UDGF principles for safe, easy circulation and access; • (b) How the building design meets the UDGF principles for building massing/form and building facades; • (c) How the design meets the UDGF principles for Crime Prevention Through Environmental Design (CPTED); • (d) How the design meets the UDGF principles for wayfinding and navigation; • (e) How the design meets the UDGF principles for building entrances; • (f) How the design meets the UDGF principles for landscape and open space. • (g) How the finalised design has addressed the design advice and recommendations provided within the Auckland Council Technical Specialist Memo – Urban Design dated 21.01.26 as summarized in section 6.0 of that memo. • (h) Provides for the requirements of the RoW easement and maintenance access to the section 	<ul style="list-style-type: none"> • Address inherent conflict between condition 6 and 7 including regarding precedence and acknowledge that the finalised design (internally and externally) needs to collectively reference the UDGF and indicative bulk and location study. • Provide clear parameters for the timing, approval process and standing of an OPW approved under this condition. • Remove reference and reference point of limited zone standards in condition 7 (that in respect to height differ significantly from bulk and location study) given the scale of difference and the need for a more holistic design consideration of any scheme departing significantly from general accordance. • Under criteria G addition - Provide a pragmatic pathway for the issues and concerns identified by the Council urban design review to be established as a consideration, assessed and reviewed as part of the finalised design and assessment of the Council. • Council open to a discussion and consideration on trigger point for the lodgement of the condition but note that earthworks can 'fix' certain design responses/constraints. 	<p>The proposed NoR conditions are intended to be read together, which was further reinforced by the inclusion of the advice under Condition 7 outlined in the response to Council provided on 19/12/2025. The current wording of the urban design conditions requires that the proposed building scheme submitted at Outline Plan of Works stage, must either be in general accordance with the lodged scheme, or where the proposal deviates from the scheme, compliance with the building height, height in relation to boundary and building setback standards in the underlying Business – Metropolitan Centre zone must be achieved. In both scenarios, a statement from a suitably qualified person must be submitted at Outline Plan of Works stage to demonstrate how the proposed scheme is consistent with the UDGF. The Requiring Authority retains their position that the current structure of conditions is clear and clarifies the requirements of necessary to address the UDGF.</p> <p>As noted in the response summary, changes are proposed to Conditions 6 and 7 to capture the latest revision date for the Urban Design Assessment which captures both sets of plans provided. Refer to the updated set of conditions included as Attachment 2.</p>

	<p>of Falls Park on and currently accessed from the sites northern boundary or confirms alternative access has been provided.</p> <p>Where the finalised design is not in accordance with the bulk and location study prepared by Architects, dated June 2025 for reasons other than addressing limb g of the above condition, the Justice Facility must demonstrate compliance with the relevant Business – Metropolitan Centre Zone (AUP:OP) built form provisions for new buildings and the UDGF.</p>		
<p>Condition 7: Building Envelope</p> <p>The design of the Waitākere District Court - New Courthouse project, including the building form, scale, height and layout, and general arrangement of landscaping and access should be in general accordance with the bulk and location study prepared by Architectus, dated June 2025. Where not in accordance, the Justice Facility should not exceed the following:</p> <ul style="list-style-type: none"> • A maximum building height of 72.5m; • The upper floors of a building above 32.5m in height, must be setback at least • 6m from the site frontage; • A building must not exceed the 16.5m + 45° height in relation to boundary recession plane for a length of 10m at the 22 Alderman Drive site boundary when measured from the road. <p>Advice Note: Condition 6 above shall be required to be implemented in conjunction with Condition 7.</p>	<p>Condition 7: Building Envelope</p> <p>The design of the Waitākere District Court - New Courthouse project, including the building form, scale, height and layout, and general arrangement of landscaping and access should be in general accordance with the bulk and location study prepared by Architectus, dated June 2025. Where not in accordance, the Justice Facility should not exceed the following:</p> <ul style="list-style-type: none"> • A maximum building height of 72.5m; • The upper floors of a building above 32.5m in height, must be setback at least • 6m from the site frontage; • A building must not exceed the 16.5m + 45° height in relation to boundary recession plane for a length of 10m at the 22 Alderman Drive site boundary when measured from the road. <p>Advice Note: Condition 6 above shall be required to be implemented in conjunction with Condition 7.</p>	<p>Review above explanation.</p>	<p>No changes proposed – refer to the comments above.</p>
<p>Condition 8: Lighting</p> <p>Prior to the installation of any external lighting, lighting plans prepared by a qualified Lighting Engineer shall be submitted to the Council that demonstrate compliance with the requirements of AS/NZS1158.3.1 and the following standards:</p> <ul style="list-style-type: none"> • Lighting limits must be measured and assessed in accordance with Standard AS 4282-1997 Control of the Obtrusive Effects of Outdoor Lighting, except for building façade lighting where the limits may be determined by calculation or measured in accordance with the CIE 150:2003 Guide on the limitation of effects of obtrusive light from outdoor lighting installations – International Commission on Illumination ISBN 3 901 906 19 3. • Any lighting calculation must be based on a maintenance factor of 1.0 (i.e. no depreciation). 	<p>Condition 8: Lighting</p> <p>Prior to the installation of any external lighting, lighting plans prepared by a qualified Lighting Engineer shall be submitted to the Council that demonstrate compliance with the requirements of AS/NZS1158.3.1 and the following standards:</p> <ul style="list-style-type: none"> • Lighting limits must be measured and assessed in accordance with Standard AS 4282-1997 Control of the Obtrusive Effects of Outdoor Lighting, except for building façade lighting where the limits may be determined by calculation or measured in accordance with the CIE 150:2003 Guide on the limitation of effects of obtrusive light from outdoor lighting installations – International Commission on Illumination ISBN 3 901 906 19 3. • Any lighting calculation must be based on a maintenance factor of 1.0 (i.e. no depreciation). 	<ul style="list-style-type: none"> - Proportional updates to address comments raised in lighting specialist memo regarding the applicants update to respond and incorporate the AUP:OP relevant standards into the condition needing further additions. Additions in accordance with lighting specialist memo do not seek to repeat the standard provisions and pick out the most relevant parts. - Additions of wording to provide mechanism for the implementation and compliance with detail approved. 	<p>The current condition wording provides for an approval process with Council to confirm that the required lighting standards have been met. The condition has been drafted to avoid reference to the AUP(OP) standards.</p>

<p>The lighting plans must detail the location, type and intensity of lighting external to the building, taking into account the operational requirements of the Justice Facility.</p>	<ul style="list-style-type: none"> The added illuminance from the use of any artificial lighting on any site must not exceed the levels in Table E24.6.1.2 Horizontal and vertical illuminance of the AUP:OP at a boundary, when measured at the boundary of any adjacent site containing a lawfully established dwelling. The illuminance limit will apply horizontally and vertically at any point on the boundary and at any height; or the vertical illuminance limits in Table E24.6.1.3 Vertical illuminance of the AUP:OP at a window, when measured or calculated at the windows of habitable rooms of a lawfully established dwelling. The average surface luminance measured in candelas per square metre (cd/m²) for an intentionally artificially lit building façade shall not exceed the thresholds limits in table E24.6.6 of the AUP:OP <p>The lighting plans must detail the location, type and intensity of lighting external to the building, taking into account the operational requirements of the Justice Facility. No lighting shall be installed until the approval of such details and lighting must be provided and maintained in accordance with the approved details thereafter.</p> <p>Advice note: reference to the AUP:OP relates to the wording of the plan and specified provision at the time of this NoR decision.</p>		
<p>Earthworks and Construction Conditions:</p> <p>Condition 9: Erosion and Sediment Control</p> <p>All earthworks undertaken on the site shall adopt best practice erosion and sediment control measures in accordance with the Auckland Council GD 05 Erosion and Sediment Control Guidelines document. The measures shall include the erection of silt fence, stabilised entranceways, cut off drains and the connection of downpipes to the stormwater system as necessary. These sediment control measures should be erected and maintained on site for the duration of the works.</p>	<p>Earthworks and Construction Conditions:</p> <p>Condition 9: Erosion and Sediment Control</p> <p>All earthworks undertaken on the site shall adopt best practice erosion and sediment control measures in accordance with the Auckland Council GD 05 Erosion and Sediment Control Guidelines document. The measures shall include the erection of silt fence, stabilised entranceways, cut off drains and the connection of downpipes to the stormwater system as necessary. These erosion sediment control measures must be erected prior to, and maintained on site for the duration of the works.</p> <p>Advice Note: <i>It is recommended that measures are discussed with Council's monitoring officer. Please contact the Team Leader, Compliance & Monitoring North West 2 on +64 9 301 0101 for more details.</i></p> <p>Additional Earthwork Related Conditions:</p>	<ul style="list-style-type: none"> Additional conditions have been proposed in response and with review of the Development Engineer's Memorandum. It is noted that the number of conditions are lengthy however these conditions are common to manage effects of district level earthworks and it is not considered appropriate for this not to be the case due to the proposals being delivered through a designation. We are open to the applicants suggestion of how this could be addressed/reduced including specifying these specific provisions/requirements in a document for the earthworks to be carried out in accordance with. The condition suggested in respect to fill levels of greater than 600mm may be redundant subject to applicants confirmation that this will be unlikely in respect to the baseline earthwork assumptions for the indicative scheme and to ensure flooding effects downstream are not exacerbated beyond that modelled in the NoR. 	<p>Condition 9 has been updated to reflect the changes sought. Refer to the updated condition set included as Attachment 2.</p> <p>With regards to the other items, it is considered the proposed suite of earthworks conditions, specifically Condition 9 provide a robust framework to manage earthworks, sediment, erosion and discharge effects in accordance with best practice standards.</p>

<p>Condition X</p> <p>The Council, must be notified at least two (2) working days prior to earthwork activities commencing on the subject site.</p> <p>Condition: All imported fill used must:</p> <ul style="list-style-type: none"> • comply with the definition for 'cleanfill material' in the Auckland Unitary Plan (Operative in Part) – (Chapter J1 Definitions). • be solid material of a stable, inert nature and • not contain hazardous substances or contaminants above recorded natural background levels of the receiving site. <p>Advice Note:</p> <p><i>Please refer to the relevant New Zealand Standard [e.g. NZS 4431:1989 'Code of Practice for Earth Fill for Residential Development'] to ensure that all fill used is of an acceptable engineering standard.</i></p> <p>Condition:</p> <p>All earthworks must be managed to minimise any discharge of debris, soil, silt, sediment or sediment-laden water is discharged beyond the subject 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 satisfaction of the Council.</p> <p>Condition:</p> <p>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 immediately be rectified.</p> <p>Condition:</p>		
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Earthworks must be managed to avoid 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 must 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 Council who may be able to provide further guidance on the most appropriate approach to take. Please contact Council on

monitoring@aucklandcouncil.govt.nz for more details. Alternatively, please refer to [“GD05 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland region”](#)

Condition X

There shall be no discharge of contaminated surface runoff into the stormwater system or into the groundwater.

Condition X

There shall be no obstruction of access to public footpaths, berms, private properties, public

	<p>services/utilities, or public reserves resulting from the earthworks activity. All materials and equipment shall be stored within the subject site’s boundaries. There shall be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public asset as a result of the earthworks activity. In the event that such damage does occur, the Council will be notified within 24 hours of its discovery. The costs of rectifying such damage and restoring the asset to its original condition will be met by the Requiring Authority.</p> <p>Condition X</p> <p>In the unexpected event of fills levels in excess of 600mm from existing ground level as recommended by NZS3604 this may necessitate reconsideration of this bearing capacity value due to variable ground conditions at depth and potential differential stiffness issues with deep fills. Earthworks should comply with the following documents:</p> <ul style="list-style-type: none"> • GD005; “Erosion and Sediment Control Guide for Land Disturbing Activities in Auckland Region” • NZS4431:1989; “Code of practice for Earth Fill for residential development” and • “Good Practice Guide for Assessing and Managing the Effects of Dust Emissions” 		
<p>Condition 10: Construction Traffic Management Plan</p> <p>At least 10 working days prior to the commencement of any building construction works, a Construction Traffic Management Plan (‘CTMP’) shall be submitted to Council (or the relevant delegated authority) for certification. The objective of the CTMP is to provide a framework for managing adverse traffic effects which may result from construction, and to ensure that existing legal access to surrounding properties is not obstructed. To achieve this, the CTMP must be:</p> <ul style="list-style-type: none"> • a). Prepared in accordance New Zealand Transport Authority’s Code of Practice for Temporary Traffic Management and must address the surrounding environment, including routing for heavy construction vehicles and equipment, access for emergency vehicles, pedestrian and bicycle traffic, and public transport. • (b) Included in any associated Corridor Access Request to the Road Controlling Authority. <p>No construction activity must commence until a CTMP has been certified by the Council (or the relevant delegated authority) and all construction traffic must be managed at all times in accordance with the certified CTMP.</p>	<p>Condition 10: Construction Traffic Management Plan</p> <p>At least 20 working days prior to the commencement of any building construction works, a Construction Traffic Management Plan (‘CTMP’) shall be submitted to Council (or the relevant delegated authority) for certification. The objective of the CTMP is to provide a framework for managing adverse traffic effects which may result from construction, and to ensure that existing legal access to surrounding properties is not obstructed. To achieve this, the CTMP must be:</p> <p>a) Drafted in consultation with the Road Controlling Authority.</p> <p>b) Prepared in accordance New Zealand Transport Authority’s Code of Practice for Temporary Traffic Management and must address the surrounding environment, including routing for heavy construction vehicles and equipment, access for emergency vehicles, pedestrian and bicycle traffic, and public transport.</p> <p>(c) Included in any associated Corridor Access Request to the Road Controlling Authority.</p> <p>No construction activity must commence until a CTMP has been certified by the Council (or the relevant delegated authority) and all construction traffic must</p>	<ul style="list-style-type: none"> • Amendments respond to AT and TE comments in respect to criteria A addition, Panel may consider that this could be an advice note but inclusion in condition likely to produce in terms of engagement a Plan which is better informed on the network and more likely to be certified promptly as a result. • 20 day amendment proposed to reduce the potential for development to be in a situation where CTMP requires more than 10 working days review (due to stakeholder involved and potential queries) and works are held up under the agreed restriction of the condition. 	<p>The CTMP will be submitted to Council for certification prior to the commencement of works. The certification process enables Council to seek input and feedback from the Road Controlling Authority as required. In this regard, no change to the conditions is proposed or considered necessary.</p>

	be managed at all times in accordance with the certified CTMP.		
<p>Condition 11: Construction Management Plan</p> <p>At least 10 working days prior to the commencement of construction works, a Construction Management Plan ('CMP') shall be submitted to Council for certification. The objective of the CMP is to avoid, remedy or mitigate the adverse effects associated with the construction works of the Waitākere District Courthouse/the Project. The CMP must be implemented for the entire construction period, and shall include the following details:</p> <ul style="list-style-type: none"> • Details of the works, intended construction timetable (including staging), and hours of work. • Contact details of the person in charge of construction works or other person responsible for implementing this Plan. • Measures to store and manage hazardous and / or dangerous materials. • Location of site infrastructure including site offices, site amenities, contractors' yards site access, equipment and material unloading and storage zones, carparking and security. • Process for notifying neighbours of work and significant milestones, including but not limited to concrete pours, large deliveries, crane install and dismantle, structure erection. • Means of providing for the health and safety of the general public. • Methods to control dust, debris on roads and silt laden runoff during construction. • Erosion and sediment control measures necessary to achieve compliance with condition 9. • Measures to maintain the site in a tidy condition in terms of the storage and disposal of rubbish, unloading and storage of building materials and similar construction activities. • Details of ingress and egress routes to and from the site for vehicles and construction machinery during the construction period. • Details of any proposed temporary protection measures that will be installed to ensure there is no damage to public roads, footpaths, berms, kerbs, drains, reserves, or other public assets. • Complaints handling procedure. 	No amendments sought	N/A	N/A
<p>Servicing and Infrastructure Conditions:</p> <p>Condition 12: General Accordance</p>	<p>Servicing and Infrastructure Conditions:</p> <p>Condition 12: General Accordance</p>	<ul style="list-style-type: none"> • Advice notes (1-2) added as detailed within the Wastewater and Water Supply effects assessment of Council. Reflects and provides a pathway for the proposal to progress but 	<p>The updated Infrastructure Report has addressed the wastewater upgrade (refer to section 4.2.1 of Attachment 3), and therefore, the inclusion of the</p>

<p>Adequate provision shall be made for the disposal of wastewater and stormwater, the supply of water, power and telecommunications in general accordance with the Infrastructure Report and Civils Plans prepared by Holmes Ltd, dated 2025. Engineering plans shall be submitted to Council with the Outline Plan of Works for certification. Where not in general accordance with the Infrastructure Report and Civils Plans prepared by Holmes Ltd, dated 2025, a new Civil Infrastructure Assessment with supporting engineering plans prepared by a suitably qualified Chartered Professional Engineer shall be submitted to Council for certification.</p>	<p>Adequate provision shall be made for the disposal of wastewater and stormwater, the supply of water, power and telecommunications in general accordance with the Infrastructure Report and Civils Plans prepared by Holmes Ltd, dated 2025. Engineering plans shall be submitted to Council with the Outline Plan of Works for certification and works carried out in accordance with those certified details with connections provided prior to and maintained prior to the construction and during the operation of any Justice Facility. Where not in general accordance with the Infrastructure Report and Civils Plans prepared by Holmes Ltd, dated 2025, a new Civil Infrastructure Assessment with supporting engineering plans prepared by a suitably qualified Chartered Professional Engineer shall be submitted to Council for certification and works carried out in accordance with those certified details with connections provided prior to and maintained prior to the construction and during the operation of any Justice Facility.</p> <p>Advice Notes:</p> <ul style="list-style-type: none"> (1) The Infrastructure Report and Civils Plans prepared by Holmes Ltd, dated 2025 based on review of WSL do not reflect the following in respect to Wastewater. <p><i>As part of the Takapu Street wastewater upgrade, the existing 225 AC pipe has been abandoned and replaced by a new 300 PVC pipe as shown on Watercare’s publicly available GIS. The Applicant has proposed to relocate existing 225 AC pipe (and discharge into it) however this has been abandoned and replaced by the new 300.</i></p> <p>This revised understanding must be reflected in the finalised engineering plans and assessment along with any other engineering reflect this and any other changes at the time of reporting.</p> <ul style="list-style-type: none"> (2) For the purposes of the above condition ‘where not in general accordance’ is not just a divergence of the infrastructure plans but also any significant divergence from the envisaged demand and discharge of the infrastructure assessments based on a finalised design (3) Works Over Approval may be required from Watercare Services Limited under the Water Supply and Wastewater Network Bylaw 2015. (4) Prior to commencing construction of any part of the water supply or wastewater network to vest in the water supply and wastewater utility provider, 	<p>not establish incorrect understanding of the public network layout as correct. Also provides clear guidance that clear in accordance relates to not just layout but the demand and discharge calculations.</p> <ul style="list-style-type: none"> Advice notes 3-6 added in respect to Watercare Memorandum of advice recommendations. Amendments also reflect suggested and avoid suggested standalone conditions of Development Engineer in respect to the correct observation that the connections need to have been provided. 	<p>requested condition wording is not considered necessary.</p> <p>The recommended advice notes (4) to (5) have been added to the updated condition set included as Attachment 2. The Requiring Authority is aware of the requirement to obtain works over approval should be this be necessary.</p>
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	<p>the consent holder must obtain Engineering Plan Approval for the relevant works.</p> <ul style="list-style-type: none"> • (5) Plans approved under Notice of Requirement or Outline Plan of Works 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. • (6) Any person wishing to connect to Watercare Services Limited's (Watercare) water and/or wastewater asset(s) must also obtain Watercare's approval to such connection under the Water Supply and Wastewater Network Bylaw 2015 (Bylaw). Under the Bylaw Watercare may refuse an application to connect to a network in specified circumstances, including where, in Watercare's reasonable opinion, there is insufficient capacity in the network to accommodate the connection. 		
<p>Condition 13: Stormwater Mitigation</p> <p>Details of any stormwater mitigation required to accommodate a future building on the site shall be shown on the engineering plans submitted to Council with the Outline Plan of Works for certification along with a final Stormwater Management Plan by a suitably qualified engineer. If stormwater tanks are provided, these shall be located in general accordance with the indicative tank locations shown on the Landscape Plan prepared by Architectus, titled 'Waitākere District Court - New Courthouse - Concept Design Landscape Plan'.</p>	<p>Condition 13: Stormwater Mitigation</p> <p>Details of any stormwater mitigation required to accommodate a future building on the site shall be shown on the engineering plans submitted to Council with the Outline Plan of Works for certification along with a final Stormwater Management Plan by a suitably qualified engineer. If stormwater tanks are provided, these shall be located in general accordance with the indicative tank locations shown on the Landscape Plan prepared by Architectus, titled 'Waitākere District Court - New Courthouse - Concept Design Landscape Plan' and the details contained within the Holmes Memorandum: Waitākere Justice Facility - Stormwater Management Plan Memorandum (dated 12 December 2025)</p> <p>The consent holder shall design, install and maintain a private on-site stormwater management device (retention and detention tanks) in accordance with the approved details at all times, they must be fully operational before the use of the impervious area and they must provide an as-built plan prepared by a certifying drain layer/plumber signed as sighted and approved by a Council Inspector.</p> <p>Advice note:</p> <p><i>The stormwater management device or system shall be operated and maintained in accordance with best practice for the device or system. Details of all inspections and maintenance for the stormwater management system, for the preceding three years, shall be retained by the consent holder. These records shall be provided to the Regulatory Engineering Team Leader – North West 1 on request.</i></p>		<p>The Requiring Authority is agreeable to the proposed amendments to refer to the 'Holmes Report', which is captured in the updated set of Conditions included as Attachment 2.</p> <p>However, the inclusion of the 'private on-site stormwater management device' is not considered necessary to capture in the condition as this may not be required as part of the final design for the Justice Facility. Any specific design details for stormwater will be provided at the time of Outline Plan of Works as relevant, as required by Condition 12.</p>

<p>Condition 14: Stormwater Pipe and Clearance</p> <p>A). Location and design of permanent stormwater infrastructure (existing pipe or replacement pipe) including access for maintenance shall be submitted to Council with the Outline Plan of Works for certification.</p> <p>B). Foundations for a future building must maintain a minimum horizontal setback of 5m from the edge of the existing 1500 diameter stormwater pipe that traverses the centre of the site. A pile setout plan with supporting details outlining the size of the proposed piles around the existing stormwater main shall be submitted to Council with the Outline Plan of Works for certification.</p>	<p>Condition 14: Stormwater Pipe and Clearance</p> <p>A). Provide the location and design of permanent stormwater infrastructure (existing pipe or replacement pipe) including access for maintenance shall be submitted to Council with the Outline Plan of Works for certification unless demonstrated that regulatory approval has been obtained by from the Council. This shall be provided in general accordance with Proposed Drainage and Utility Services Layout Plan, drawing C40-02 Rev C, prepared by Holmes NZ LP, dated 30/04/2025.</p> <p>B). Foundations for a future building must maintain a minimum horizontal setback of 5m from the edge of the existing 1500 diameter stormwater pipe that traverses the centre of the site unless subject to an alternative suitable clearance distance, specified by a suitably qualified engineer and approved by the Council. A pile setout plan with supporting details outlining the size of the proposed piles around the existing stormwater main shall be submitted to Council with the Outline Plan of Works for certification</p>	<ul style="list-style-type: none"> Amendment to part a seeks to make specific reference to the services and drainage plan subject to a number of iterations to achieve a indicative supported arrangement. Considered appropriate and helpful to have this addition. Amendment to part b seeks to provide the allowance and pathway recognised in the Health Waters memorandum for an alternative offset. 	<p>The plan is captured in the suite of plans referenced under Condition 12 General Accordance condition above.</p> <p>The recommended changes to (b) are accepted and are captured in the updated condition set included as Attachment 2.</p>
<p>New Condition X: Network Utilities</p> <p>Auckland Council as the network utility operator of the reticulated stormwater network shall not require written approval under section 176(1)(b) of the RMA for works for routine operation, maintenance, repair and/or replacement of existing stormwater infrastructure in the same location within the designation.</p>	<p>No amendments sought.</p>	<p>N/A</p>	<p>N/A</p>
<p>New Condition X: Flood Modelling</p> <p>An updated HEC-RAS-2D model or equivalent modelling platform, by a suitably qualified engineer, shall be provided at Outline Plan of Works stage to demonstrate that the final building slab and pile design (impediments to the floodplain) and associated flood hazard effects are appropriately managed, in general accordance with the Infrastructure Report and Civils Plans prepared by Holmes Ltd, dated 2025, as well as the Flood Risk Assessment Report prepared by ACH Consulting, dated 2025.</p> <p>Where an increase in impediment and associated flood hazard is proposed, a flood hazard assessment shall be provided by a suitably qualified engineer, and certified by Council.</p>	<p>New Condition X: Flood Modelling</p> <p>A). Prior to the commencement of earthworks an updated HEC -RAS -2D model or equivalent modelling platform, by a suitably qualified engineer, shall be provided to demonstrate that the final earthworks and associated flood hazard effects are appropriately managed, in general accordance with the Infrastructure Report and Civils Plans prepared by Holmes Ltd, dated 2025, as well as the Flood Risk Assessment Report prepared by ACH Consulting, dated 2025 and result in no greater extent, depth, or velocity of the hazards in the surrounding environment than modelled in the NoR approved documents.</p> <p>B). In respect to the finalised design (internal and external) prior to any construction works (other than earthworks), as part to the Outline Plan of Works application an updated HEC -RAS -2D model or equivalent modelling platform, by a suitably qualified engineer, shall be provided to demonstrate that the final</p>		<p>Refer to the updated set of proposed conditions which reflects sought by Healthy Waters, included as Attachment 2. For completeness, an advice note has been added to clarify the following items:</p> <ul style="list-style-type: none"> (1) Flood Modelling: This is required to clarify that reference to the flood modelling results (regarding extent, depth or velocity of hazards in the surrounding environment) applies to both the ‘as lodged indicative scheme’ and ‘alternative indicative scheme’ provided as part of this response. (2) New advice note has been added to confirm that the ‘earthworks’ referenced in the condition does not apply to ‘minor works’, including ground investigations and works that no alter the existing ground level.

	<p>design (including but not limited to impediments in the hazard, arrangement and impervious area) and associated flood hazard effects are appropriately managed, in general accordance with the Infrastructure Report and Civils Plans prepared by Holmes Ltd, dated 2025, as well as the Flood Risk Assessment Report prepared by ACH Consulting, dated 2025 and result in no greater extent, depth, and velocity of the hazards in the surrounding environment than modelled in the NoR approved documents.</p> <p>C). Where an increase in the flood hazard is proposed based on the modelling, including in extent, depth, or velocity of the hazard in the environment, a flood hazard assessment including updated modelling and assessment must be provided by a suitably qualified engineer, and approved by the Council prior to the commencement of any works which must be carried out in accordance with any such details.</p> <p><i>Advice Note: Council would accept and encourage the lodgement of a single assessment for the effects of the earthworks and construction/finalised design but have amended the condition to provide flexibility to potential development programme.</i></p> <p><i>Significant changes to flooding effects as a result of the finalised design will be considered outside the general accordance scope of the designation and likely to require a separate Resource Consent. The condition would not be considered a suitable framework to assess changes of effects of high significance.</i></p>		<p>Further, the condition has been updated to include reference to the latest Infrastructure Report prepared by Holmes dated January 2026.</p>
<p>Condition 15: Minimum Floor Level (Flood)</p> <p>A future building platform must achieve a minimum finished floor level of 8.32mRL (measured using 2016 NZD Datum) on the subject site, unless a lower floor level is approved by the Council that has been subject to specific engineering design by a suitably qualified engineer. Engineering plans shall be submitted to Council with the Outline Plan of Works for certification.</p>	<p>Condition 15: Minimum Floor Level (Flood)</p> <p>A future building platform must achieve and maintain at all times thereafter a minimum finished floor level of 8.32mRL (measured using 2016 NZD Datum) on the subject site, unless a lower floor level is approved by the Council that has been subject to specific engineering design by a suitably qualified engineer. Engineering plans shall be submitted to Council with the Outline Plan of Works for certification.</p>	<ul style="list-style-type: none"> Amendment to be clear in respect to the requirement is to provide and maintain this level. 	<p>The condition wording was updated in the latest Panel response issued on Friday 23rd January 2026, to reflect a higher FFL of 8.58m RL which was recommended by ACH Consulting following the updated flood modelling. An updated condition set is provided as Attachment 2, which captures the revised FFL and recommended wording sought.</p>

<p>Condition 16: Flood Emergency Management Plan</p> <p>Prior to the operation of the activity, a finalised Flood Emergency Management Plan ('FEMP') detailing measures outlined in the Draft Flood Evacuation Management Plan shall be provided to Council for certification. The FEMP shall include details of the following:</p> <ul style="list-style-type: none"> • Staff roles and responsibilities; • Flood response protocols including activation and monitoring; • Flood hazard signage and alert; • Evacuation protocols; • Communication plan; • Process for annual inspections, certification, reviews and updates; • Post-flood event recovery protocols. <p>The FEMP must be implemented for the duration of the activity. The FEMP is a live document that must be reviewed yearly to evaluate the effectiveness of the FEMP.</p>	<p>Condition 16: Flood Emergency Management Plan</p> <p>Prior to the operation of the activity, a finalised Flood Emergency Management Plan ('FEMP') detailing measures outlined in the Draft Flood Evacuation Management Plan shall be provided and certified by Council. The FEMP shall include details of the following:</p> <ul style="list-style-type: none"> • Staff roles and responsibilities; • Flood response protocols including activation and monitoring; • Flood hazard signage and alert; • Evacuation protocols; • Communication plan; • Process for annual inspections, certification, reviews and updates; • Post-flood event recovery protocols. <p>The FEMP must be implemented for the duration of the activity. The FEMP is a live document that must be reviewed yearly to evaluate the effectiveness of the FEMP.</p>	<ul style="list-style-type: none"> • Amendment to ensure certification process is required. 	<p>The current condition wording requires certification of the FEMP prior to the operation of the activity. No changes to the condition wording are proposed.</p>
<p>Condition 17: Building, Flood Barrier and fencing design in flood hazard areas</p> <p>Prior to the construction of any buildings or fences within areas identified as subject to flood hazards, the following design requirements must be incorporated and demonstrated in the Outline Plan of Works:</p> <ul style="list-style-type: none"> • Buildings must be designed to maintain structural integrity during flood • events; • Materials used in construction below the 1% AEP flood level must be water-resistant and capable of withstanding prolonged exposure to moisture without degradation; • Fences and walls within flood hazard areas must be designed to allow the free passage of floodwaters; • The Flood Barrier design shall allow for the structure to be free swinging during a flood event. 	<p>Condition 17: Building, Flood Barrier and fencing design in flood hazard areas</p> <p>Prior to the construction of any buildings or fences within areas identified as subject to flood hazards, the following design requirements must be incorporated and demonstrated in the Outline Plan of Works by a suitably qualified engineer and certified by the Council:</p> <ul style="list-style-type: none"> • Buildings must be designed to maintain structural integrity during flood events; This includes the pile design being able to withstand the peak flood depth and velocity for the required design life. • Materials used in construction below the 1% AEP flood level must be water-resistant and capable of withstanding prolonged exposure to moisture without degradation; • Fences and walls within flood hazard areas must be designed to allow the free passage of floodwaters; • The Flood Barrier design shall allow for the structure to be free swinging during a flood event. <p>The certified design requirement must be provided for during the relevant part of any construction of the development that they are located within and be maintained at all times thereafter to the satisfaction of the Council.</p>	<ul style="list-style-type: none"> • Amendments to confirm that the OPW needs to be certified, not just received and to provide a mechanism for the provision and maintenance of these arrangements. • Amendments respond to specific matters in terms of qualifications and pile design raised by Council Development Engineer. 	<p>No changes proposed. The current condition wording captures the intent of the condition.</p>

<p>Geotechnical Condition Condition 18: General Condition The building foundations shall be subject to specific engineering design by a suitably qualified Chartered Professional Engineer having regard to the geotechnical hazards identified in the Geotechnical Report prepared by Wentz-Pacific Limited, dated 2025. The building foundation design shall be detailed and certified at time of building consent.</p>	<p>No amendments proposed</p>	<p>N/A</p>	<p>N/A</p>
<p>Transport Conditions: Condition 19: Public Parking If public parking is proposed to be provided on site, this shall be supported by further assessment which is undertaken by a suitably qualified traffic engineer and submitted to Council with the Outline Plan of Works. The assessment shall determine the traffic effects associated with the provision of on-site public parking as being acceptable.</p>	<p>Transport Conditions: Condition 19: Public Parking If public parking is proposed to be provided on site, this shall be supported by further assessment which is undertaken by a suitably qualified traffic engineer and submitted to Council with the Outline Plan of Works. The assessment shall determine the traffic effects associated with the provision of on-site public parking as being acceptable. <i>Advice Note: Any proposal for the provision of public parking will also require assessment in respect to the requirements of condition 6 and condition X (Flood Modelling) of this designation.</i></p>		<p>The advice note recommended by Council reflects the intent and requirements of the current condition, which triggers the need further assessment by a suitably qualified engineer in the event that public parking is provided on the site. In this regard, no changes to the current condition wording are proposed or considered necessary.</p>
<p>Condition 20: Provision for Cycle Parking At least 20 cycle parking spaces shall be provided for visitors and 20 cycle parking spaces for staff. This may include visitor cycle parking within the road reserve directly adjacent to the site if there is sufficient space and subject to the approval of the Road Controlling Authority. This detail shall be confirmed at time of Outline Plan of Works.</p>	<p>Condition 20: Provision for Cycle Parking At least 20 cycle parking spaces shall be provided for visitors and 20 cycle parking spaces for staff. This may include visitor cycle parking within the road reserve directly adjacent to the site if there is sufficient space and subject to the approval of the Road Controlling Authority. This detail shall be confirmed at time of Outline Plan of Works and certified by Council. <i>The certified cycle parking provision must be provided prior to any operation of the Justice Facility and retained at all times thereafter.</i></p>	<ul style="list-style-type: none"> Amendment to make clear proposals need to be certified and provide mechanism for their delivery and maintenance. 	<p>The condition wording has been updated to include an advice note to confirm that the cycle parking must be established prior to the operation of the Justice Facility. Refer to Attachment 2 for details.</p> <p>The proposed conditions that will sit on the designation manage and outline the requirements for the Requiring Authority for the duration of the designation, such the reference to ‘retained at all times thereafter’ is not appropriate.</p> <p>The relevant detail of the location for cycle parking will be provided a OPW stage, and it is not considered that a specific ‘certification’ process is required.</p>
<p>Condition 21: Accessible Parking Spaces The Justice Facility shall have access to an adequate number of accessible parking spaces, in a location that enables an accessible route to the main public entrance to the building. This can include existing or proposed accessible spaces outside of the Designation boundary (subject to the approval of the Road Controlling Authority or respective site owner) and shall be determined at time of Building Consent.</p>	<p>Condition 21: Accessible Parking Spaces The Justice Facility shall have access to an adequate number of accessible parking spaces, in a location that enables an accessible route to the main public entrance to the building in accordance with the requirements of NZS 4121:2001 <i>Design for Access and Mobility – Buildings and Associated Facilities</i>. This should be provided within the site boundary and only be provided as accessible spaces outside of the Designation boundary with the agreement of the Council in consultation with the Road Controlling Authority and shall and shall be determined at time of</p>	<ul style="list-style-type: none"> Amendments respond to AT and TE feedback and requests in respect to accessible parking bay provision. Clear that the expectation is that these should be provided on site in the interests of accessibility. Does provide a pathway if an alternative approach is provided that can address the identified standard. Notes that confirmation of the position of the accessible parking bays is a fundamental point for the arrangement of the OPW under condition 6. 	<p>The design specifications of the accessible parking spaces will be managed as part of the building consent approval process. Given the nature of the Notice of Requirement application, the Requiring Authority does not consider it appropriate to include a specific design standard reference that is duplicated in the building consent process and reference a specific design requirement/standard reference could be updated in the future, and subsequently, the NoR condition reference would be outdated. The Landscape Plan referenced in the Urban Design Assessment (listed under Condition 6)</p>

	<p>the lodgement of the outline plan of works to address condition 6 of this designation.</p>		<p>shows an indicative location for accessible parking spaces that could be achieved on the site, however, the final location for these spaces will not be confirmed at Building Consent Stage.</p> <p>No updates to the condition wording is proposed as the purpose/intent of the comments are achieved and Building Consent is considered an appropriate time to confirm the details relating to accessible parking spaces.</p>
<p>Condition 22: Vehicle Manoeuvring</p> <p>All vehicles must enter and exit the site in a forward direction, unless further assessment is undertaken by a suitably qualified traffic engineer (submitted with the Outline Plan of Works and certified by Council) that confirms reverse manoeuvring is appropriate on the site.</p>	<p>Condition 22: Vehicle Manoeuvring</p> <ul style="list-style-type: none"> (a) All vehicles must enter and exit the site in a forward direction, unless further assessment is undertaken by a suitably qualified traffic engineer (submitted with the Outline Plan of Works and certified by Council in consultation with the Road Controlling Authority, that confirms reverse manoeuvring is appropriate from the site. (b) As part of the lodgement of an OPW under condition 6 of this designation updated tracking diagrams and plans shall be provided and certified by the Council in respect to the confirmation of suitable manoeuvring within the site (internal parking, service and custodial areas) and rear accessway) to enable vehicles to move safely within the site and ensure that manoeuvring is such that vehicles will exist in forward direction. 	<ul style="list-style-type: none"> Minor amendment to identify reversing from will from the site and to be clear in respect to the expectation that the review of any revised details will involve the Road Controlling Authority. This terminology of Road Controlling Authority preferred to and by Auckland Transport. Amendment proposed provides a pathway to address the valid outstanding concerns of the Council consultant Traffic Engineer. 	<p>At the time of OPW, Council can request feedback from the Road Controlling Authority to facilitate the certification process. It is not considered necessary to add specific reference to the 'Road Controlling Authority' in the condition. As per the condition requirement, adequate detail will be provided to Council at OPW stage to demonstrate how this condition is met.</p> <p>Given the commercial sensitivity of the activity enabled by the designation, it is not appropriate for detailed tracking diagrams of the internal building layout (for internal parking, service and custodial area) to be provided as part of the OPW application, as this information is publicly accessible.</p> <p>Having regard to the above, no updates to condition wording are proposed.</p>
<p>Condition 23: Principal Operational Access</p> <p>The principal operational vehicle access to the site must be from Edmonton Road, unless further assessment is undertaken by a suitably qualified traffic engineer and certified by Council, that confirms primary operational vehicle access via Edmonton Road is appropriate.</p>	<p>Condition 23: Principal Operational Access</p> <p>The principal operational vehicle access to the site must be from Edmonton Road at the locations along the south eastern part of the frontage as shown in the indicative bulk and location study, unless further assessment is undertaken by a suitably qualified traffic engineer and certified by Council, that confirms primary operational vehicle access via an alternative location is appropriate.</p>	<ul style="list-style-type: none"> Minor amendments reinforce importance of this position away from the Roundabout of Edmonton Road and Alderman Drive and correct what is understood to be an error in respect to the original reference to Edmonton Road (understood this was a reference to Alderman Drive). 	<p>The bulk and location concept plans provide as Appendix 2 of the Urban Design Assessment are an 'indicative' to demonstrate how a future Justice Facility could be provided on site that achieves the suite of NoR conditions. The final design and location of the vehicle crossings will be confirmed at OPW stage, and the Requiring Authority does not consider it is appropriate for the condition to reference the specific locations in the bulk and location study, given this could change. In the event the design deviates from the scheme provided, this will trigger the need for additional assessment.</p> <p>Further, the condition reference has been updated to clarify the 'Edmonton Road' duplication, as per the wording below.</p> <p><i>"The principal operational vehicle access to the site must be from Edmonton Road, unless further assessment is undertaken by a suitably qualified traffic engineer and certified by Council, that confirms primary operational vehicle access via Alderman Drive is appropriate".</i></p>

<p>Condition 24: Vehicle Access on Edmonton Road</p> <ul style="list-style-type: none"> No more than two vehicle crossings to the site shall be provided on Edmonton Road, unless further assessment is undertaken by a suitably qualified traffic engineer and certified by Council that confirms this is appropriate. This detail shall be submitted to Council with the Outline Plan of Works. No vehicle crossing shall be located to the southwest of the Edmonton Road/Takapu Street intersection, unless further assessment is undertaken by a suitably qualified traffic engineer and certified by Council that confirms the construction of a vehicle crossing in this location is appropriate. This detail shall be submitted to Council with the Outline Plan of Works. 	<p>Condition 24: Vehicle Access on Edmonton Road</p> <ul style="list-style-type: none"> (A) As part of the Outline Plan of Works, finalised details of all vehicle crossings and their operation must be submitted and certified by Council as appropriate. Where right turn movements into or out of the site are proposed, a Transport Assessment undertaken by a suitably qualified traffic engineer must be provided to confirm whether these movements can be safely accommodated. The Transport Assessment must be undertaken in consultation with the Road Controlling Authority. (B) No more than two vehicle crossings to the site shall be provided on Edmonton Road, unless further assessment is undertaken by a suitably qualified traffic engineer and certified by Council (in consultation with the Road Controlling Authority) that confirms this is appropriate. This detail shall be submitted to Council with the Outline Plan of Works. (C) No vehicle crossing shall be located to the southwest of the Edmonton Road/Takapu Street intersection or on Alderman Drive (other than the existing vehicle crossing serving the ROW), unless further assessment is undertaken by a suitably qualified traffic engineer and certified by Council that confirms the construction of a vehicle crossing in this location is appropriate. This detail shall be submitted to Council with the Outline Plan of Works. 	<ul style="list-style-type: none"> Amendment undertaken in accordance with AT and TE review. 	<p>In regards to point (a), the Transport Assessment prepared by Carriageway and Don McKenzie Consulting has not identified the need for a specific condition relating to right turn movements into or out of the site. As this has not been identified as a potential effect to be mitigated, it is not considered necessary to include this proposed NoR condition. Refer to the Transport Memorandum included as Attachment X for further details on this matter.</p> <p>In regards to point (b), the Council has the discretion to seek feedback and consultation with the Road Controlling Authority at the time of Outline Plan of Works.</p> <p>In regards to point (c), the conditions have been updated to capture the recommended addition. Refer to Attachment 2 for further details.</p>
<p>Condition X: Damage to assets If any assets in the road corridor, including footpaths, berms, and kerbs, are damaged by heavy vehicles entering or leaving the construction site, the requiring authority must rectify such damage and restore the assets to its original condition (at its own costs) as soon as reasonably practicable or within a timeframe agreed with the road controlling authority.</p>	<p>No amendments proposed.</p>	<p>N/A</p>	<p>N/A</p>
<p>Condition 25: Queuing Space Queuing space of at least one vehicle length shall be provided at any vehicle crossing that provides entry to the site (with the vehicle length being determined according to the largest vehicle that is expected to enter the site at that location). This detail shall be submitted to Council with the Outline Plan of Works.</p>	<p>Condition 25: Queuing Space Queuing space of at least one vehicle length shall be provided at any vehicle crossing that provides entry to the site (with the vehicle length being determined according to the largest vehicle that is expected to enter the site at that location). This detail shall be submitted to Council with the Outline Plan of Works and subject to certification in consultation with the Road Controlling Authority. Certified details shall be provided on site and maintained at all times thereafter.</p>	<ul style="list-style-type: none"> Amendment in line with Auckland Transport comments. 	<p>As per the responses above, these details will be provided as part of the Outline Plan of Works documentation and no 'certification' is considered necessary.</p>

<p>Condition 26: Vehicle Crossing Width</p> <p>No vehicle crossing shall be more than 7m wide measured at the site boundary, unless further assessment is undertaken by a suitably qualified traffic engineer that confirms a wider vehicle crossing is appropriate for the site. This detail shall be submitted to Council with the Outline Plan of Works.</p>	<p>Condition 26: Vehicle Crossing Width</p> <p>Subject to tracking diagrams demonstrating the need for a greater than 6m vehicle crossing on Edmonton Road under condition 22(b) these shall be more than 7m wide measured at the site boundary, unless further assessment is undertaken in consultation with the Road Controlling Authority by a suitably qualified traffic engineer that confirms a wider vehicle crossing is appropriate for the site. This detail shall be submitted to Council with the Outline Plan of Works and subject to certification in consultation with the Road Controlling Authority. Certified details shall be provided on site and maintained at all times thereafter.</p>	<ul style="list-style-type: none"> Refer to Auckland Transport memorandum for reasoning. 	<p>The Transport Assessment provided with the lodged application has recommended the maximum 7m vehicle crossing width as an appropriate width for a future vehicle crossing on the site, and it is not considered necessary to reference a 6m width. As per the previous responses, confirmation of the proposed vehicle crossing width will be provided at Outline Plan of Works stage, at which point the Council can discuss this proposed with the Road Controlling Authority (as required).</p> <p>In this regard, no further updates to the condition wording are considered necessary.</p>
<p>Condition 27: Vehicle Crossing on Edmonton Road</p> <p>Unless further assessment is undertaken by a suitability qualified traffic engineer that confirms the following is not required, any vehicle crossing onto Edmonton Road shall provide either:</p> <ul style="list-style-type: none"> a) A pedestrian visibility splay of 2.5m width and 5.0m depth; or b) An audio-visual method (such as a system that emits an audible tone and/or illuminates a lantern when a vehicle is approaching the vehicle crossing) to alert pedestrians to vehicles about to exit the site. 	<p>Condition 27: Vehicle Crossing on Edmonton Road</p> <p>Unless further assessment is undertaken by a suitability qualified traffic engineer in consultation with the Road Controlling Authority that confirms the following is not required, any vehicle crossing onto Edmonton Road or amendments to the existing crossing on Alderman Drive shall be designed in accordance with the Auckland Transport Design Manual, Practice Note 07: Vehicle Crossings Design Standards (dated 1 July 2025).</p> <p>Any proposed departure from standard must be supported by a detailed assessment demonstrating that safe operation can be achieved through additional measures to slow or stop vehicles before exiting the site.</p>	<ul style="list-style-type: none"> Refer to Auckland Transport memorandum for reasoning. 	<p>As the application is for a Notice of Requirement, the preference is to avoid reference to a practice not that could be updated in future. The condition is informed by the recommendations of the Transport Assessment, and the mitigation proposed is considered adequate to ensure the safe operation of the new vehicle crossings on Edmonton Road. In this regard, no changes to the condition wording are proposed or considered necessary.</p>
	<p>New Condition</p> <p>No service vehicle or refuse collection vehicle shall be required to load or unload from a location that obstructs any other vehicle from entering or passing the site unless a further assessment is undertaken by a suitably qualified traffic engineer in consultation with the Road Controlling Authority which confirms that this will not have adverse effects on the surrounding transportation networks.</p>	<ul style="list-style-type: none"> This new condition was proposed in the Integrated Transport Assessment, but it does not appear in its recommended set of conditions. We support its inclusion, given the site's arterial road frontages and the importance of maintaining safety and efficiency on these roads 	<p>Refer to the response to transport conditions included in the Transport Memorandum referenced as Attachment 8. To summarise, this request is captured in the proposed queueing condition above, which will ensure that no vehicle obstructs the movement of another vehicle entering or exiting the site.</p>
	<p>New Condition: Tree Removal</p> <ul style="list-style-type: none"> (A) The two notable Kauri Trees shall only be removed by the Requiring Authority and shall only be removed from the site at a point where condition 6 of this designation has been addressed via an approved Outline Plan of Works, a contract is in place and confirmed for the construction of the development (which requires the land of the two existing notable Kauri Trees) and these works 	<ul style="list-style-type: none"> Conditions reflect the discussion and assessment under arboricultural effects within Planning Memorandum. 	<p>The Requiring Authority is agreeable to a condition requiring that the two notable Kauri trees shall only be removed in conjunction with an approved Outline Plan of Works, and in accordance with best arboricultural practices. This addresses both items (a) and (b). Refer to the updated set of conditions included as Attachment 2.</p>

	<p>have commenced on site. No removal shall occur before and subject to this.</p> <ul style="list-style-type: none"> • (B) The two notable Kauri trees must be removed in a controlled manner in accordance with best practice arboricultural practices. • (C) The Kauri tree shown for retention in the NoR documentation must be retained as such unless prior agreement of the Council Heritage Arborist is provided. • (D) In the next planting season (May – September) immediately after the removal of the two notable Kauri trees in accordance and subject to part a, the Requiring Authority shall have four specimen trees planted in appropriate permeable areas adjacent in locations agreed in consultation with the Council Heritage Arborist to include two Kauri (<i>Agathis australis</i>) and two Tulip trees (<i>Liriodendron tulipifera</i>). These trees shall be size pb95 and a minimum height of 1.8m at the time of planting and shall be retained and replaced as necessary, should they fail to establish. 		<p>In response to recommended condition (c), the retention of the young Kauri tree is identified in the Urban Design Guideline Framework referenced in Condition 6.</p> <p>In response to recommend condition (d), the specimen trees shown on the Landscape Plan are 'indicative' and the Requiring Authority retains their position that the proposed Condition 7 enables appropriate provision of landscaping at the time of Outline Plan of Works and that specific species/locations are not considered necessary to mitigate effects. Refer to the Arborist Memorandum included as Attachment 9 which reinforces this position.</p>
	<p>New Condition: Hours of Operation</p> <p>Prior to the commencement of the operation and at any subsequent time where changes are sought the Requiring Authority shall provide details on the hours of operation of the proposed daytime only facility which shall be in general accordance and provide for the basis of assessment and description of the activity within the Notice of Requirement documentation. The Justice facility shall only operate in accordance with the certified hours of operation.</p>	<ul style="list-style-type: none"> • In accordance with assessment considered that there is a need given the potential effects and reliance on daytime operation for this to be provided as an explicit condition. 	<p>The Justice Facility will operate during daytime hours and will not operate as an overnight facility, however, there are a number of activities noted in the Council response issued on 19/12/25 that will occur outside the standard 8-5pm operation. This includes but is not limited to activities such as administration, staff, cleaning and security'. In this regard, the Requiring Authority does not consider that a condition is necessary to mitigate operational effects. Existing conditions restricting operational noise and vibration limits are considered to be appropriate in this regard.</p>