6801 Point Chevalier Station

Designation Number	6801
Requiring Authority	New Zealand Transport Agency
Location	Point Chevalier Station, 1-9 Parr Road North, Point Chevalier
Lapse Date	The designation lapses if not given effect to within 25 years from the date on which it is included in the AUP

Purpose

The purpose of the designation is to construct, operate, maintain, and improve a rapid transit corridor, and ancillary structures, works and activities.

Conditions

The table below defines the acronyms and terms used in the designation conditions. Defined terms are capitalised.

Acronyms and defined terms

Acronym/term	Definition/meaning
Arterial Roads	As identified in the planning maps of the Auckland Unitary Plan
AUP	Auckland Unitary Plan 2026
CNVMP	Construction Noise and Vibration Management Plan
Completion of Construction	When construction of the Project (or part of the Project) is complete and it is available for use
CTMP	Construction Traffic Management Plan
Council	Auckland Council
Manager	The Manager – Resource Consents of Council, or authorised delegate
Outline Plan	An outline plan prepared in accordance with section 176A of the RMA
Particularly Vibration Sensitive building	(a) Former ASB building (AUP Scheduled Heritage Building 2798), 1210 Great North Road, Point Chevalier (Fee Simple, 1/1, Part Lot 16 Deposited Plan 2300) (b) Ambassador Theatre (AUP Scheduled Heritage Building 1680), 1218-1220 Great North, Point Chevalier (Fee Simple, 1/1, Part Lot 2 Deposited Plan 21452 and Part Lot 1 Deposited Plan 9064)
Project	Te Ara Hauāuru Northwest Rapid Transit
Requiring Authority	NZ Transport Agency
RMA	Resource Management Act 1991
SQEP	A suitably qualified and experienced person, being a person who can provide sufficient evidence to demonstrate their suitability and competence.

Schedule A **Project Boundary for the Northwest Rapid Transit Project**

Schedule B **Danger Rating Matrix and Flood Hazard Ratings**

Schedule C **Point Chevalier Properties**

Schedule D **Original building footprints, Commercial Building, Ambassador Theatre and Fisheries Building, Point Chevalier**

Condition number	Condition
1.	This designation authorises the Project, being the construction, operation and maintenance of new bus rapid transit facilities alongside and connected to State Highway 16 from the Brigham Creek Road/SH16 intersection through to Ian McKinnon Drive in the Auckland City Centre and includes seven rapid transit stations and one Park and Ride facility, associated connections to the local bus and road network, ancillary structures, works, facilities and activities, all within the boundary shown in Schedule A*, including the following works: (a) A busway; (b) Bus stations, including facilities for the convenience of passengers; (c) With respect to designations 6791 and 6794, a Park and Ride facility; (d) Ancillary structures, works, facilities and activities, including: (i) bridges, underpasses, embankments, retaining walls; (ii) lighting, signs, gantries, acoustic barriers, landscaping; (iii) stormwater management, culverts, outfalls; (e) Realignment of, and connections to, the Northwestern Shared User Path; (f) Changes and connections to local roads to enable connectivity to bus stations; (g) Protection and relocation of existing utilities; and (h) All construction activities for the Project. If there is any inconsistency between the above description of the Project and the conditions, then the conditions prevail. * Except if there is any inconsistency between Schedule A and the boundary shown in the AUP (which shall accord with the Designation Plans at Part 6.4 of the Application), then the AUP will prevail.
2.	**Lapse** The designation lapses if not given effect to within 25 years from the date on which it is included in the AUP.
3.	**Outline Plan(s) and Management Plans** (a) Outline Plan(s) may be submitted in parts or in stages to address particular activities (e.g., design or construction aspects), or to reflect the staged implementation of the Project. (b) Outline Plans must include (as relevant): (i) Form and Landscaping Statement (ii) Construction Noise and Vibration Management Plan (iii) Built Heritage Construction Management Plan unless otherwise stated in the conditions below.
4.	**Conditions following Completion of Construction** Following Completion of Construction, all conditions cease to have effect and do not apply to any subsequent work associated with the on-going operation and maintenance of the Project.
PRE CONSTRUCTION CONDITIONS	
5.	**Cultural Values *(Augier* condition*)*** (a) The Requiring Authority must engage with Ngāti Whātua Ōrākei, Te Ākitai Waiohua and Ngaati Te Ata Waiohua during detailed design to identify how their cultural values will be reflected in the Project. (b) A statement summarising how engagement undertaken in accordance with (a) has informed how cultural values are reflected in the Project is to be provided to the Council for information only with an Outline Plan(s).
6.	**Flood Hazard** For the purposes of Condition 7: (a) Danger Rating means low (green), moderate (yellow) or high (red) danger rating determined in accordance with Schedule B. (b) Building/s means any residential, commercial or community building that has been lawfully

Condition number	Condition
	established, or is authorised by a building consent at the time the Outline Plan is submitted. Sheds, garages and other ancillary buildings are excluded. (c) Maximum Probable Development is the maximum impervious area permitted in the zone/s in the AUP at the time the Outline Plan is submitted, or 70% impervious area if the land is zoned Future Urban in the AUP. (d) Pre-Project Development means the Maximum Probable Development at the time the Outline Plan is submitted. (e) Project Development means the Pre-Project Development and the Project.
7.	(a) The Project must be designed so that it does not cause the following beyond the Designation: (i) An increase in Danger Rating; and (ii) Either: A. A more than 50mm increase in flood level on land parcels with Building(s) and a Low Danger Rating; or B. A more than 100mm increase in flood level on: I. land parcels with no Building(s) present; and II. land parcels with Building(s) and a Moderate or High Danger Rating. (b) Compliance with (a) must be demonstrated through flood modelling: (i) To show the difference in the 1% Annual Exceedance Probability (AEP) flood levels for Pre-Project Development and Project Development; (ii) Using 332mm for the 24 hour rainfall depth that includes a 3.8 degree Celsius increase in temperature for climate change; and (iii) Undertaken by a SQEP. (c) The Requiring Authority does not need to comply with (a) if the relevant landowner agrees to an alternative approach. (d) In the Outline Plan, the Requiring Authority must: (i) demonstrate how (a) will be complied with by reference to flood modelling undertaken in accordance with (b); or (ii) provide confirmation of any written agreement secured to reflect landowner agreement pursuant to (c) above. ***Advice Note:*** *Where the diversion and discharge of stormwater runoff is to the reticulated public stormwater network, it must comply with the requirements of Auckland Council Healthy Waters & Flood Resilience Regionwide Network Discharge Consent.*
8.	**Crime Prevention through Environmental Design** The Requiring Authority must design the Project to provide for personal safety by taking into account the National Guidelines for Crime Prevention through Environmental Design in New Zealand (November 2005), or any subsequent version.
9.	**Form and Landscaping Statement** (a) The Requiring Authority must prepare a Form and Landscaping Statement to be submitted with the relevant outline plan(s) for each stage of work. The objective of the Form and Landscaping Statement is to describe how the design of the permanent Project works has responded to the immediately adjoining environment. (b) To achieve the objective noted in (a) above, the Form and Landscaping Statement must provide a summary description of how the design of the permanent Project works for that stage of work has approached: (i) the height, shape, and bulk of major structures - including stations, bridges, underpasses,

Condition number	Condition
	retaining walls and noise barriers, where relevant; (ii) any walking and cycling connections with the adjacent network; (iii) the likely finished contour – including the extent and angle of batter slopes; (iv) the landscaping - including the location of any planting that is required under Condition 21 (Landscape Planting); and (v) the interface with adjacent land use including open space zones. **Advice note:** *During development of design for the Project, the Requiring Authority will work collaboratively with the Council when considering the above matters. The Form and Landscaping Statement will be informed by that work.*
10.	**Project information** The Requiring Authority must maintain a website page, or equivalent online information source (Project website) which provides information updates on progress being made towards implementation of the Project. Prior to commencement of construction, the information provided on the Project website will be updated at six (6) monthly intervals. After commencement of construction of a particular stage of the Project, the information in relation to that part under construction will be updated at a minimum of three (3) monthly intervals until that part is completed.
CONSTRUCTION CONDITIONS	
11.	**Construction Traffic Management Plan (CTMP)** (a) The CTMP must be prepared prior to the start of construction works and must be provided to the Manager for information. The objective of the CTMP is to appropriately manage any adverse traffic safety and efficiency impacts on other road users and impacts on access to existing properties. (b) To achieve this objective, the CTMP must include: (i) Methods to manage the effects of temporary traffic management activities on the network; (ii) Measures to manage the safety of all transport users; (iii) The estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic congestion near schools or to manage traffic congestion; (iv) Site access routes for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (v) Identification of detour routes and other methods for the safe management and maintenance of traffic flows, including public transport, pedestrians and cyclists; (vi) Measures to maintain the function of the existing North-Western Shared User Path to a reasonable level of service, to the extent that is reasonably practicable, and where this is not practicable, provide safe detour routes that provide a reasonable level of service; (vii) Measures to maintain safe and practicable access to and from properties and/or private roads where practicable, or to provide alternative arrangements when it will not be. The measures must include, as relevant, details of how access is managed for customer and staff access, service vehicles' loading and unloading of goods, rubbish collection, mail/courier deliveries, emergency access and access for active modes; (viii) The management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (ix) Methods that will be undertaken to communicate traffic management measures to affected road users and to communicate the measures to manage impacts on existing

Condition number	Condition
	access to affected landowners and occupiers; (x) Details of how sequencing of Project works to mitigate effects on adjacent Arterial Roads has been considered; (xi) Details of how programming of Project works in relation to any known concurrent construction of infrastructure projects within SH16 or adjacent Arterial Roads has been considered; (xii) Details of minimum network performance parameters during the construction phase including the basis for those parameters and measures to monitor compliance; (xiii) Details of any measures proposed to be implemented in the event of minimum network performance parameters identified in Condition 11(b)(xii) above are not achieved, including monitoring frequency and corrective actions; (xiv) Where Project works are within or directly adjacent to open space zoned land, methods to address Condition 12; (xv) Where Project works are within or directly adjacent to the Point Chevalier area shown in Schedule C, temporary traffic management arrangements for maintaining customer access, drive-through circulation, service vehicle access, delivery access, and active mode access to adjacent businesses; (xvi) Details of a Construction Traffic Issues Resolution Process for receiving, investigating and responding to construction traffic and access complaints. The process must include: A. Contact details for lodging a complaint; B. A process for acknowledging receipt of a complaint within two working days, or within 24 hours where the complaint relates to safety or access; C. A process for investigating the complaint and implementing reasonable corrective actions where the subject of the complaint is caused or exacerbated by the construction works; and D. A requirement to respond to the person who raised the issue or complaint to advise them of the outcome of the investigation and any corrective actions proposed or taken; (xvii) Auditing, monitoring and reporting relating to traffic management activities shall be undertaken in accordance with the requirements of the Road Controlling Authority.
12.	**Open Space – Construction Access** The Requiring Authority must maintain safe and clearly identifiable public access (walking and cycling) through affected open space zoned land available for use during construction, as far as practicable. Such access must seek to minimise significant detours.
13.	**Permanent Vehicle Access** (a) Prior to submission of an Outline Plan for any part of the Project that will permanently alter an existing lawful vehicle access to a property, the Requiring Authority must consult with the relevant landowner and occupier about the proposed access arrangement. (b) The relevant Outline Plan must demonstrate how safe and practicable permanent vehicle access to that property will be provided, whether by reconfiguration of the existing access or by an alternative access arrangement. (c) This condition does not apply where the relevant landowner has agreed in writing to the access arrangement, or where the relevant property interest has been acquired by the Requiring Authority.
14.	**Point Chevalier Transport and Access Plan** (a) Any permanent Project works associated with the Point Chevalier Station that are located within Parr Road North or the Service Lane as shown in Schedule C, must be designed so that those works do not compromise any existing (at the time of commencement of construction) safe and practicable access from Parr Road North or the Service Lane for the Point Chevalier properties shown in Schedule C. (b) Prior to submission of the Outline Plan for works affecting Point Chevalier Station, Parr Road

Condition number	Condition
	North, the service lane as shown in Schedule C, the Requiring Authority must prepare a Point Chevalier Transport and Access Plan. (c) The Point Chevalier Transport and Access Plan is to set out how the final design and construction staging for the Point Chevalier Station area will maintain safe and practicable access, circulation and servicing for properties shown in Schedule C. (d) The Point Chevalier Transport and Access Plan must include details of consultation undertaken with Auckland Transport (or successor), the Council and the property owners and occupiers of the Point Chevalier properties shown in Schedule C, a summary of feedback received, what changes have been made in response, and reasons for any feedback not adopted. (e) The Point Chevalier Transport and Access Plan must be provided with the relevant Outline Plan.
15.	**Construction Noise** (a) Construction noise must be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and must comply with the noise standards set out in Table 1 as far as practicable. **Table 1: Construction noise standards**

Time of week	Time period	dB L_{Aeq}	dB L_{AFmax}
Activities sensitive to noise			
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and public holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75
All other buildings occupied during the works			
All days	0730-1800	70	N/A
	1800-0730	75	N/A

	(b) Where compliance with the noise standards set out in Table 1 is not practicable, the methodology in Condition 17 must apply.
16.	**Construction Vibration Criteria** (a) Construction vibration must be measured in accordance with ISO 4866:2010 Mechanical

Condition number	Condition
	vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures. (b) Construction vibration must comply with the vibration criteria set out in Table 2 as far as practicable. **Table 2: Construction vibration criteria**

Receiver	Location	Details	Category A	Category B
Occupied sensitive use buildings *	Inside the building	2000-0630	0.3mm/s ppv	1mm/s ppv
		0630-2000	1mm/s ppv	5mm/s ppv
Other occupied buildings	Inside the building	0630-2000	2mm/s ppv	5mm/s ppv
Any buildings identified as Particularly Vibration Sensitive	Inside the building	As per relevant use above	As per relevant use above	2.5 mm/s ppv
All other buildings	Building foundation	Vibration – transient	5mm/s ppv	BS 5228-2 Table B.2
		Vibration - continuous		BS 5228-2 50% of Table B.2 values

** BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – part 2: Vibration'*

(c) Where compliance with the vibration criteria set out in Table 2 is not practicable, the methodology in Condition 17 shall apply.

17.	**Construction Noise and Vibration Management Plan** (a) The Requiring Authority must engage a SQEP to prepare CNVMP prior to the start of construction. (b) The objective of the CNVMP is to identify: (i) How Conditions 15 and 16 will be achieved; and (ii) The Best Practicable Option for managing construction noise and vibration effects where compliance with Conditions 15 and 16 cannot practicably be achieved. (c) The CNVMP must be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' and shall, as a minimum, address: (i) a description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration criteria identified in Conditions 15 and 16; (iv) identification of receivers where noise and vibration criteria apply; (v) a hierarchy of management and mitigation options; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;

Condition number	Condition
	(viii) contact details of a project liaison person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP in accordance with Condition 18; (xi) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xii) identify all buildings considered Particularly Vibration Sensitive. If the Ambassador Theatre is able to be retained in part or intact, then it must be considered as Particularly Vibration Sensitive as set out in Condition 16 Table 2 above; (xiii) the methodology and programme of desktop and field audits and inspections to be undertaken so that that the CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and updates of the CNVMP.
18.	**Schedule to a CNVMP** (a) A Schedule to the CNVMP (Schedule) must be prepared by a SQEP prior to the start of construction for an activity to which it relates, in consultation with the owners and occupiers of sites subject to the Schedule, when: (i) construction noise is either predicted or measured to exceed the noise standards in Condition 15; or (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition 16. (b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. (c) To achieve the objective, the Schedule shall include details such as: (i) Construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions 15 and 16 and the predicted duration of the exceedance; (iv) for works proposed between 2000h and 0630h, the reasons why the proposed works must be undertaken during these hours and why they cannot be practicably undertaken during the daytime; (v) the proposed mitigation options that have been selected, and any mitigation options that have been discounted as being impracticable and the reasons why; (vi) a summary of the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and (vii) location, times and types of monitoring. (d) The Schedule must be submitted to the Manager for information at least five working days (except in unforeseen circumstances) in advance of the start of construction that are covered by the scope of the Schedule. (e) Where material changes are made to a Schedule required by this condition, the Requiring Authority must consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for information in accordance with (d) above.
19.	**Built Heritage - Commercial Building [*Augier* condition], Ambassador Theatre and Fisheries Building [*Augier* condition] (Point Chevalier)** (a) To the extent practicable, the Requiring Authority must retain the original building footprints,

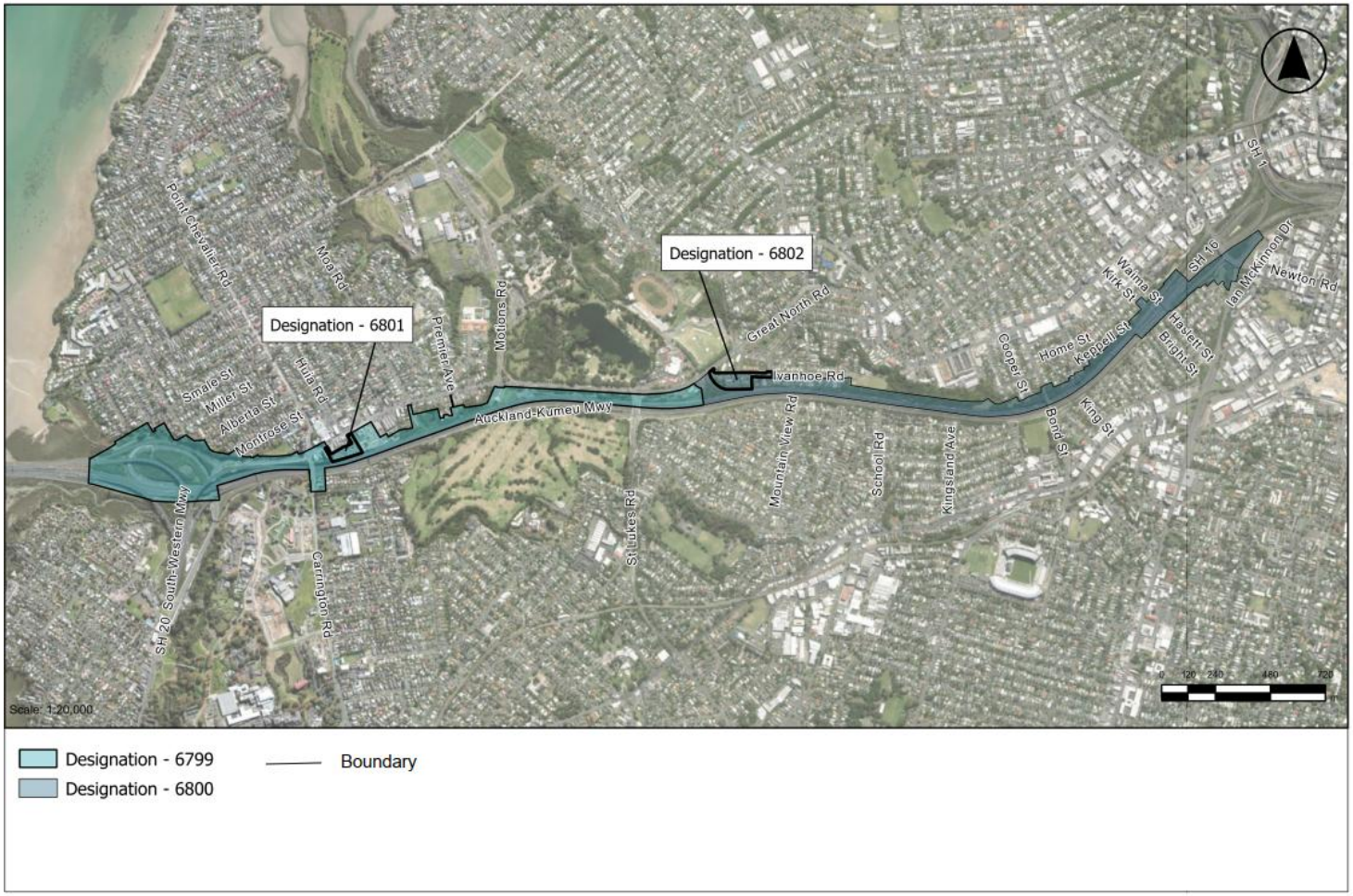
Condition number	Condition
	located at and shown in Schedule D: (i) 1224-1228 Great North Road (Commercial Building); (ii) 1218-1220 Great North Road (Ambassador Theatre) AUP Sd Heritage Building 1680; and (iii) 1212-1216 Great North Road (Fisheries Building). (b) If retention of an entire original building footprint~~s~~ is not practicable; the Requiring Authority must undertake a building survey by a SQEP to determine whether it is reasonably practicable to retain: (i) part of the building including adaptive re-use in the project design; and (ii) AUP scheduled internal features of the Ambassador Theatre, if applicable. (c) If retention of any part of a building is not practicable, the Requiring Authority must: (i) Undertake archival documentation and recording of the Ambassador Theatre, if applicable; and (ii) Install interpretive material at the Point Chevalier Station that documents the heritage values of Point Chevalier town centre. (d) The Outline Plan must set out how the hierarchy of measures in (a) to (c) have been applied.
20.	**Built Heritage Construction Management Plan** (a) The Requiring Authority must engage a SQEP to prepare a Built Heritage Construction Management Plan prior to the start of construction. The objective of the Built Heritage Construction Management Plan is to identify methods to manage construction effects on the buildings listed in Condition 19 and adjacent to Scheduled Heritage Building [AUP 2798] former ASB Building, 1210 Great North Road, Point Chevalier, provided the building(s) are existing at the time of construction and will be retained. (b) The Built Heritage Construction Management Plan must include: (i) Measures to protect retained built heritage buildings from damage during construction, such as barriers and protective screens; (ii) Demolition and deconstruction methods for any heritage buildings not being retained; (iii) Pre- and post- construction works building condition surveys in accordance with the Construction Noise and Vibration Management Plan required by Condition 17 above; (iv) Measures to monitor the buildings during construction works; and (a) (v) Accidental damage protocols.
21.	**Landscape Planting** (a) The Requiring Authority must, where practicable: (i) Retain existing mature, native vegetation; (ii) Plant at stations and batter slopes; (iii) Use eco-sourced native vegetation; (iv) Re-instatement planting of construction and site compound areas as appropriate; and (v) Integrate planting with any planting required by resource consents for the Project. (b) For planting under (a), the Requiring Authority must: (i) Undertake planting within the first planting season following Completion of Construction; (ii) undertake ground preparation (top soiling and decompaction) and mulching where appropriate; (iii) undertake pest plant control for a five year period; and (iv) monitor planted areas and undertake replacement planting as necessary for a five year period or until 80% canopy cover is achieved (whichever is less).

Condition number	Condition
	(c) The measures described in (a) must be shown in the Form and Landscaping Statement submitted with the Outline Plan.
OPERATIONAL CONDITIONS	
22.	**Operational Traffic** **Low Noise Road Surface** The Requiring Authority must implement an asphalt surface or similar low noise road surface throughout the Project (excluding any existing local roads with chip seal).
23.	**Designation removal** As soon as practicable following completion of construction of the entire Project, the Requiring Authority shall give notice to Auckland Council in accordance with section 182 of the RMA (or its equivalent) for removal of those parts of the designation that are not required for the long-term operation, maintenance and mitigation of effects of the Project.

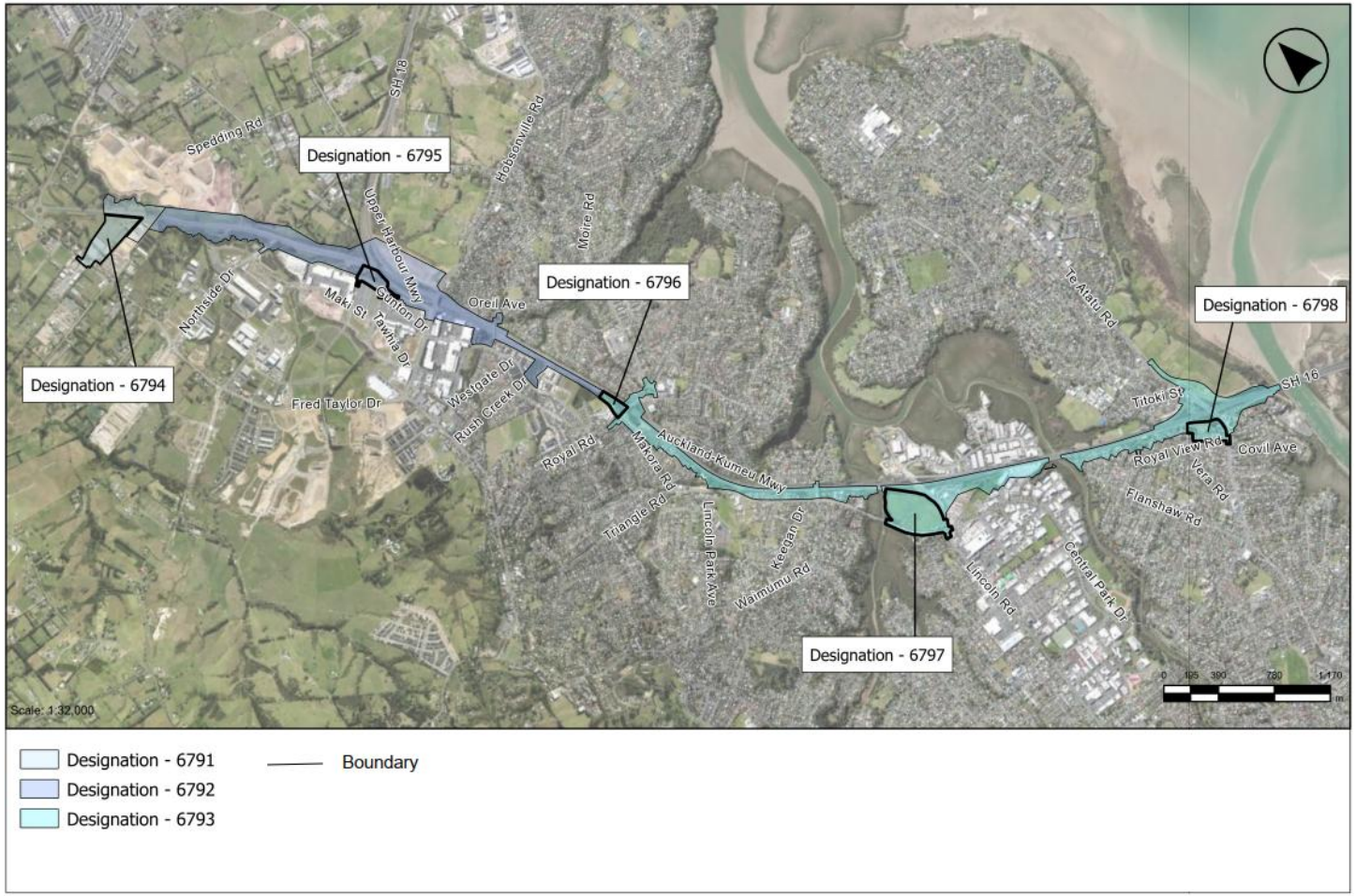
Attachments

Schedule A: Project Boundary for the Northwest Rapid Transit Project

Schedule A - Designations for the Northwest Rapid Transit Project



Schedule A - Designations for the Northwest Rapid Transit Project



Schedule B: Danger Rating Matrix and Flood Hazard Rating

Danger Rating Matrix

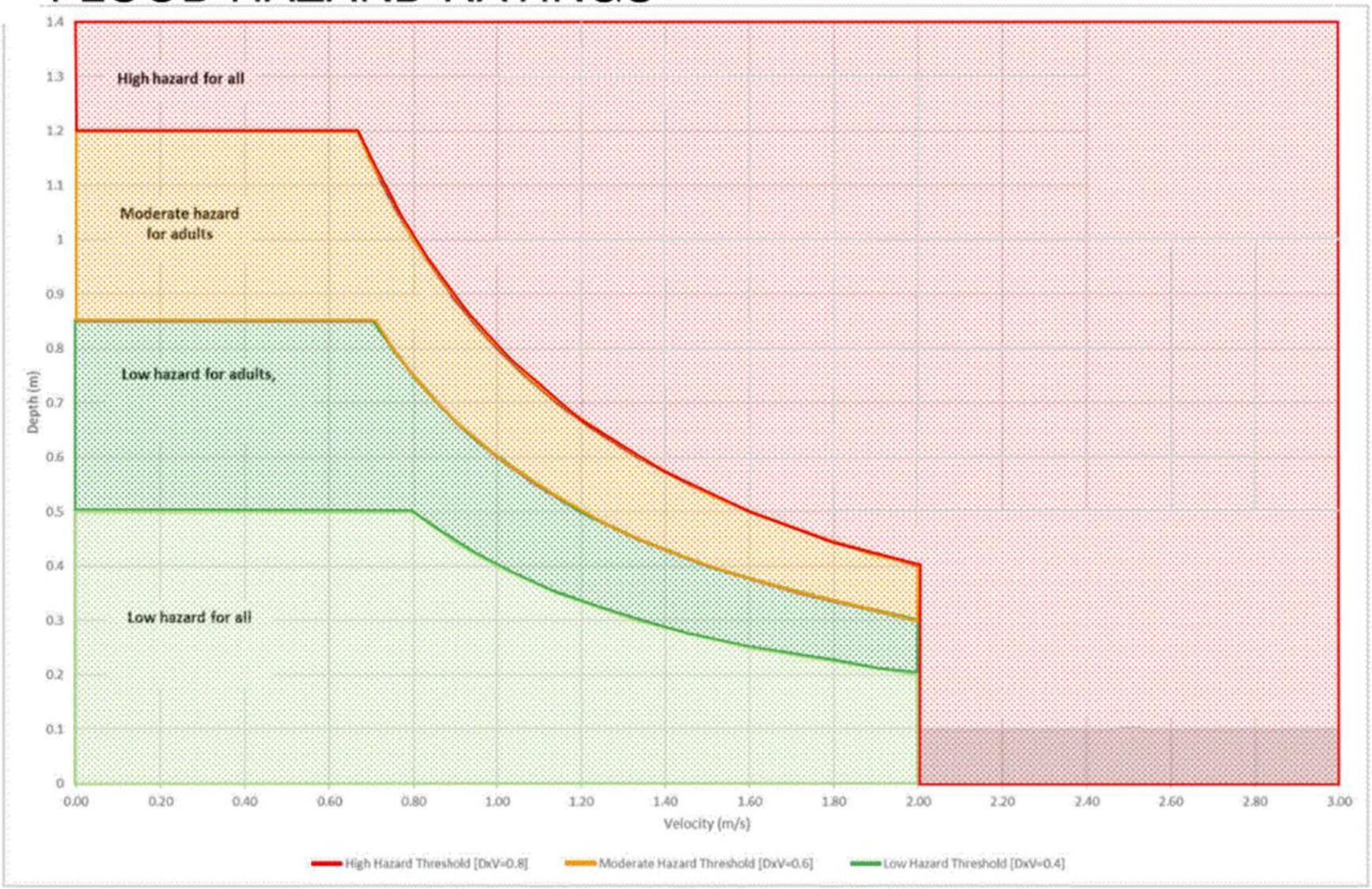
Hazard				Hazard to People Outside				
The Danger Rating is determined based on the combination of the assessed Hazard Inside and Hazard Outside in accordance with this matrix.				Assess flood hazard along most likely evacuation route using the Flood Hazard Ratings Chart.				
	Conditions			An evacuation route is available and does not require wading	An evacuation route may be available but requires wading. Hazard is a function of depth and velocity of flooding along the evacuation route. (Refer to Flood Hazard Ratings Chart)			
		Hazard Rating		Very Low	Low hazard for all	Low hazard for adults	Moderate hazard	High hazard for all
			D & V Thresholds	n/a	(Refer to Flood Hazard Ratings Chart)	(Refer to Flood Hazard Ratings Chart)	(Refer to Flood Hazard Ratings Chart)	(Refer to Flood Hazard Ratings Chart)
Hazard to People Inside	Habitable floor remains dry	Very Low	Floodwaters are NOT touching the building footprint. Nil depth over habitable floor.					
			Floodwaters are touching the building footprint. Nil depth over habitable floor.					
	Habitable floor is wet.	Low hazard for all	Depth (D) over habitable floor: 0 ≤ D < 0.5m					
		Low hazard for able-bodied adults /	Depth (D) over habitable floor: 0.5 ≤ D < 0.85m					
		Moderate hazard	Depth (D) over habitable floor: 0.85 ≤ D < 1.2m					
		High hazard for all	Depth (D) over habitable floor: D ≥ 1.2m					

Assess flood hazard inside the building based on depth over building flood level (assuming V = 0 m/s inside the building). Building floor levels are to be based on existing available information or desk top assessment methods.

Intolerable Risk Threshold @ 1% AEP

DANGER RATING KEY
- HIGH DANGER
- MODERATE DANGER
- LOW DANGER

FLOOD HAZARD RATINGS



Schedule C: Point Chevalier Properties

Schedule D: Original building footprints, Commercial Building, Ambassador Theatre and Fisheries Building – Point Chevalier