

**RESOLUTIONS PASSED BY
HEARING COMMISSIONERS AT A PLANNING HEARING HELD ON FRIDAY 7
DECEMBER 2007 AT 10.00 AM IN THE HEARINGS MEETING ROOM, LEVEL 15,
CIVIC BUILDING, 1 GREYS AVENUE , AUCKLAND**

**APPLICATION FOR A RESOURCE CONSENT
BY BRITOMART ORIENTAL COMPANY AT
88 QUAY STREET, AUCKLAND CENTRAL, AUCKLAND
(LUC NO.: 20070439001)**

| | | |
|---|--|---|
| COMMISSIONERS: | Miss L McGregor Mr G MacFarlane Mr R Gee | (Chair) |
| COUNCIL OFFICERS: | Mr E Brookbanks Mr P Dayaram Ms S Evans Ms A Aranha | Reporting Planner Traffic Engineer Urban Designer Hearings Coordinator |
| APPLICANT: | Britomart Oriental Company | |
| APPEARANCES for the applicant: | Mr K Cook Mr M Geale Mr S Reddish | |

The hearing of evidence concluded at 12.08pm and the public excluded from the deliberations of the Commissioners.

The decisions contained in this report have been made by Independent Commissioners on an application lodged with the Auckland City Council by the Britomart Oriental Company for resource consent to establish and use an underground carparking building at 88 Quay Street, Auckland Central. The decisions follow a hearing conducted on 7 December 2007 and address whether the application is required to be notified to the public, and following that whether consent is to be granted, and if so, the conditions to apply to the consent granted.

Consent is required because under the Auckland City District Plan 2004 Operative Central Area Section ("the District Plan") the car parking structure is a restricted discretionary activity as is the provision of access within a defined road boundary, while the provision of more than 100 parking spaces is a restricted controlled activity.

The application site is 7464 m² and is the location of the former Oriental Markets. It is contained within the Quay Park Precinct, but the parking in the underground structure will actually service the adjacent Britomart Precinct. The underground structure will extend east-west between the Foodtown supermarket at the corner of Quay Street and Tangihua Street and north-south between Quay Street and the right-of-way that serves Foodtown and The Scene apartment buildings.

The site is flat, being land that was part of the reclamation of the Waitemata Harbour when the original Point Britomart was removed from the vicinity in the mid-19th century. It is currently being used for a temporary car park and is located in an area that is currently experiencing considerable development and redevelopment that is changing the character of the eastern gateway to the Central Area of Auckland.

The 3 levels of underground car parking sought by the current application is the first of the two stages of the overall development proposed for the site. The second stage will involve a 10 storey, split level, mixed use building that will also include some parking levels, including at least 250 public short stay car parks. The basement car parking structure which is the concern of the present application will accommodate 494 car parking spaces over its three levels. It is planned to be completed by October 2008, which should coincide with the completion of major developments in the Britomart Precinct.

Removing the parking building from this neighbouring Precinct, which is envisaged as being a “people” place with considerable emphasis on pedestrian accessibility and public involvement, will reduce traffic movements onto its narrow streets and thus also reduce the potential for pedestrian-traffic conflicts. It would also have a more positive outcome in terms of urban design, visual effects and amenity within the Britomart area. Relocating the ancillary parking for the Britomart Precinct to its eastern periphery will also ensure that it does not conflict with the bus operations at its western end.

Under Plan Modification 30 to the District Plan, a change to the original Plan of Works for the Britomart Precinct was agreed to accommodate new parking arrangements for that area. Originally, provision had been made for a multi-level parking building to occupy sites within the Britomart Precinct, being generally in the centre of the area in the eastern part of the Precinct between Galway and Tyler Streets and encompassing the large discharge stacks above the Britomart Railway Station. This would have supplied 675 spaces within the Precinct itself. The new arrangement is for all ancillary and short-term public visitor parking to be provided instead on the application site at neighbouring 88 Quay Street, except for the 104 spaces being provided in the Britomart Precinct, being the consented basement parking to be located under the new Westpac Charter House and existing basement parking in the Australis and A H Nathan buildings.

A novel feature of the current application is the proposal for a valet service to be operated so that cars will be dropped off and picked up in the Britomart Precinct by their owners and ferried to and from the new car park by a team of valet drivers. Short term parking spaces are to be provided at two places - on the corner of Gore and Tyler Street, and also in the basement of the “central north carpark” - to enable this to occur, with the circulation being contained within the Precinct itself (apart from the need to cross Britomart Place to and from the new parking structure). It is recognised that initially it may necessary for the valet service to locate temporarily on other vacant areas within the Precinct because of construction activities at its permanent locations. The same operational principles as advanced by the applicant will nevertheless continue to apply.

The Commissioners are concerned to ensure that this short term parking arrangement within the Britomart Precinct does not serve as all-day parking for those people who might perhaps arrange to arrive late each day when most of the holding

spaces will have already been cleared by the valet service. Numerous questions about the operation of the valet service overall were asked of the applicant's representatives, including Ms Christina Ling of Parking Consultants International who has experience of such services in Sydney, Australia. As a result of the clarifications provided, the Commissioners are satisfied that the proposal is practical but also believe that it needs to be monitored, and perhaps even reviewed after a period of operation, to ensure that it is working satisfactorily. This is reflected in the conditions of consent and has been accepted by the applicant.

On behalf of the applicant, traffic engineer Mr Reddish advised that there are a number of temporary car parks in the area at present. These have been established on vacant land that will shortly become construction sites. About 319 existing parking spaces will be removed as a result and initially replaced with 257 occupied spaces in the underground car park. Consequently, the overall traffic generation would not increase by any significant amount. His advice was that there would be no significant impacts on any of the intersections and only minor delays, of a few seconds, that would not be noticeable in the overall traffic environment. Furthermore, the traffic impact of the basement parking on the surrounding roads in peak periods would be less than existing in his view as approximately half of this parking would be hotel and residential parking and not office or commuter parking as at present.

The Commissioners accept Mr Reddish's evidence that vehicle movements to and from the car park will be far enough away from Quay Street for good visibility and safe operation, and also far enough from the main pedestrian crossing area on Britomart Place to minimise pedestrian-vehicle conflicts. It is noted in this context that Britomart Place carries only 2700 vehicles per day while Quay Street carries 28000 and Customs Street carries 23,000. Pedestrian entrances to the car park are to be provided from the lane between the site and the Scene apartment buildings as well as through the main vehicle-pedestrian entrance in Britomart Place.

The traffic consultants who had reviewed the application for the Council queried the provision of parking for disabled people within the underground structure. While it can theoretically be provided, the internal design is such that it would not be suitable for anyone carrying wheelchairs on the roof and equipped with a wheelchair hoist. As a result, the conditions of consent require appropriate amendments to be made to accommodate these vehicles in the event that the valet service ceases for any reason.

Having considered all the application materials (including the revised plan that was presented), the officers' and consultants' independent reports on the application, as well as the oral statements made on behalf of the applicant at the hearing, and taking account of the applicable District Plan provisions and the relevant provisions of the Resource Management Act, the Commissioners' view is that the application does not require notification and, following this, that consent should be **granted** to the application. The reasons for their decisions are set out below.

DECISION 1

Pursuant to sections 93 and 94 of the Resource Management Act 1991, this application is being processed without notice because:

- In terms of section 94D(2) this restricted discretionary activity need not be publicly notified because the Operative Plan expressly provides for this type of application to be considered without notification or the need to obtain written approval
- In terms of section 94D(3) this application need not be notified pursuant to section 94 (limited notification) because there are considered to be no persons adversely affected by the proposal
- In accordance with section 94C(2) the Commissioners further consider that there are no special circumstances that would otherwise warrant notification of this application.

DECISION 2

Pursuant to section 104C of the Resource Management Act 1991, the restricted discretionary activity resource consent application by Britomart Oriental Limited seeking consent for the construction of three levels of basement car parking as the first of two stages of development of the site at 88 Quay Street, Auckland Central, as more particularly described in the application material and annexures prepared by Barker & Associates, and plans by Ignite Architects, all referenced by the Council as LUC20070439001, and involving the following:

- Provision of more than 100 car parking spaces which is a restricted controlled activity
- Access within a defined road boundary which is a restricted discretionary activity
- Erection of any new building or external alteration to any existing building which is a restricted discretionary activity

is granted consent under delegated authority and subject to the conditions which follow.

Reasons for the decision

Pursuant to section 113(1)(a) of the Resource Management Act 1991, the reasons for this consent are:

- (a) In terms of section 104(1)(a) of the Resource Management Act 1991 (“the Act”) the actual and potential adverse effects of the activity over which the Council has restricted the exercise of its discretion will be no more than minor;
- (b) In terms of section 104(1)(b) of the Act, the proposal is in accordance with relevant national and regional policy statements and objectives, and the policies and assessment criteria of the both the Auckland City District Plan - 2004 Operative Central Area Section, particularly in relation to Quay Park Precinct and the transportation provisions under Part 9 of the District Plan;

- (c) In terms of section 104(1)(c) of the Act, other relevant matters, including monitoring and the payment of a financial contribution, have been considered in the determination of the application;
- (d) The activity is consistent with the provisions of Part II of the Act;
- (e) There will be no effects as contemplated by the provisions of the Hauraki Gulf Marine Park Act.

Pursuant to Section 113(1)(ab), (ac), (ad), and (ae) of the Resource Management Act 1991:

Relevant Statutory Provisions

The following statutory provisions have been taken into account in the assessment of the application:

- The Resource Management Act 1991 (as amended by the Resource Management Amendment Acts of 2003 and 2005) and in particular:
 - Part II;
 - Part VI, in particular, sections 36, 93, 94, 100, 104, 104A, 104C, 113, 114, 115 and 129;
- The Hauraki Gulf Marine Park Act.

Relevant Plan Provisions

The following District Plan provisions have been taken into account in the consideration of this application:

- Auckland City District Plan 2004- Operative Central Area Section - Part 4.1 (SMA2); Part 5 (Activities); Part 6 (Development Controls); Part 8 (Financial Contributions), Part 9 (Transportation), and Part 14.13, Quay Park Precinct.

Principal Issues in Contention

Although not strictly “in contention” as it was resolved that this matter not be notified, a matter of concern to the Commissioners was to ensure that access to and from the carpark building would not interfere with the movement of people and cars on Britomart Place.

Summary of Evidence

The following evidence was presented or included with the planning report and was considered by the Commissioners in reaching their decisions:

- The applicant’s assessment of environmental effects and supplementary information prepared by Barker & Associates, 29 June 2007
- Drawings prepared by Ignite Architects Limited, dated 15 June 2007

- **Traffic Impact Assessment dated 27 June 2007 by Traffic Planning Consultants**
- **Methodology for Basement Component prepared by NZSTRONG Construction Limited**
- **New Zealand Historic Places Trust authority to modify, dated 4 April 2007**
- **Acoustic assessment by Norman Disney Young dated 25 June 2007**
- **Urban design report dated 6 August 2007 by Sue Evans, Senior Urban Designer, City Planning**
- **Traffic report dated 19 October 2007 by Traffic & Transportation Engineers Ltd (Mairi Joyce).**

Main Findings of Fact

- **The proposal is for the construction of three levels of basement car parking as the first of two stages of development proposed for the site at 88 Quay Street, Auckland Central**
- **The proposed car parking activity is consistent with the type of development anticipated for the site and its Quay Park Precinct location**
- **The car parking is required to service occupiers of the nearby Britomart development and will substitute for the parking formerly proposed for part of that Precinct**
- **In the event of a delay occurring between the first and second stages of development of the application site (which appears unlikely at this stage), the consent holder will provide a suitable edge treatment and landscaping to the site and no temporary carpark will be permitted to occupy the site during this period**
- **There is little change in the total amount of parking being provided in the Quay Park Precinct so there will be a less than minor impact on congestion and the operation of the road network.**

Conditions of Consent

Pursuant to section 108 of the Resource Management Act 1991, this consent is subject to the following conditions:

General

- (1) Except where otherwise required by the conditions that follow, the proposed redevelopment shall be carried out substantially in accordance with:

 - a) The scope of works outlined in the application and application statement, including assessment of environmental effects, prepared****

by Barker & Associates, and the accompanying drawings prepared by Ignite Architects.

| | |
|-------------------|-----------------------------|
| Site plan | Drawing number RC1001 |
| Basement 3 plan | Drawing number A1301 Rev H |
| Basement 2 plan | Drawing number A1302 Rev H |
| Basement 1 plan | Drawing number A1303 Rev H |
| Ground floor plan | Drawing number A1002 Rev A |
| Sections | Drawing number RC2101 |
| Sections | Drawing number RC2102 |
| Section C | Drawing number RC2102 Rev F |

all referenced by the Council as LUC20070439001.

- b) Any subsequent design changes relating to matters of building detail, parking and access, or the valet service operation as may be required and approved by the Manager: City Planning as being within the scope of the consented activity or except where amended by the following conditions.
- (2) No billboards or advertising of any nature, other than information signs (as defined in Part 27 of the Auckland City Consolidated Bylaw) relating to the Britomart Precinct, are to be placed at the site, including its perimeter, or otherwise be visible to the general public from the site.

Construction activity

- (2) Prior to any works commencing on site, the resource consent holder shall submit for the approval of the Council (Manager: Transport Safety, Assets & Operations in consultation with Team Leader: Compliance Monitoring), a construction traffic management plan (CTMP) for the excavation and construction activities. The CTMP shall include details (among other general issues listed Appendix 1 to these conditions), hours of operation, location of parking for workers or sub-contractors who need to have their vehicles on or close to the site, when vehicles would be able to use the roadway to load or unload, maintenance of pedestrian access, adequate signage and ensuring that access to neighbouring properties is not compromised. It is essential that construction deliveries to and from the site are not conducted within the evening peak traffic hours of 4:00pm to 6:00pm Monday through Friday and that the operation of surrounding on-street kerbside facilities is not compromised. The CTMP shall also address all relevant traffic management details listed in Appendix 1 to these conditions of consent.
- (3) The consent holder shall provide to the satisfaction of the Council (Team Leader: Compliance Monitoring in consultation with the Manager: Transport Safety, Assets & Operations) and prior to construction commencing, a Construction Management Plan specifying:

- Who the site manager is and contact details (phone, facsimile, email, postal address)
 - Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities
 - Control procedures for delivery and removal of construction materials from public roads or places
 - Proposed numbers and timing of truck movements throughout the day
 - Location of workers conveniences (eg portaloos)
 - Ingress and egress to and from the site for construction vehicles
 - Measures to control dust deposition and nuisance.
- (4) All work on the site shall be carried out in accordance with the approved Traffic Management and Construction Management Plans required by these conditions.
- (5) The consent holder shall implement suitable sediment control measures before conducting any earthworks to ensure that all stormwater runoff from the site is managed and controlled to ensure that no silt, sediment or water containing silt or sediment is discharged into stormwater pipes, channels or soakage systems in accordance with Annexure 8, Earthworks of the Auckland City District Plan 2004 Operative Central Area Section. These measures shall remain in place until the completion of construction.
- (6) A wheel wash shall be installed and used on the site during the full period of excavation/construction to ensure that loose material associated with excavation, removal of soil and debris and delivery of construction materials is not carried by vehicle tyres and deposited on public roads. During such times the road carriageway adjacent to the site shall be hosed down at the end of each working day.
- (7) Unless otherwise approved by the Council (Manager: Central Area Planning in consultation with the Manager: Transport Safety, Assets & Operations), all construction works including mechanical digging equipment and/or commercial earth moving equipment, except for the delivery, installation, breakdown and removal of a tower crane to the site, shall be restricted to the hours of between 7:00am to 6:00pm Monday to Friday, and 8:00am to 5:00pm Saturday. No works shall be undertaken on Sundays and public holidays. This is to ensure amenity is maintained for surrounding neighbours. Non-noisy work may be undertaken outside these hours, on written approval of the Manager: Central Area Planning. The delivery, installation, breakdown and removal of a tower crane is a discreet activity subject to special permission being granted by the Council (Manager: Transport Safety, Assets & Operations).

- (8) The loading and unloading of all vehicles and storage of materials, plant and equipment associated with building construction, shall take place within the site boundaries unless otherwise allowed by the prior written approval of the Council (Manager: Transport Safety, Assets & Operations).**
- (9) There shall be no movement of heavy vehicles to and from the site during the peak traffic periods of normal working days between the hours of 7.00am to 9.00am, and 4.00pm to 6.00pm, unless otherwise approved by the Council (Manager: Transport Safety, Assets & Operations).**
- (10) Prior to any works commencing on the site, the consent holder shall obtain the approval of the Council (Manager: Transport Safety, Assets & Operations) for the proposed method of protection of footpaths and underlying services affected by the movement of vehicles to and from the site and by works being carried out on the site. Proposed methods may include the laying of timber planks or the provision of a reinforced concrete overlay.**
- (11) All existing crossings no longer required shall be reinstated as kerb and footpath at the time required paving works are being undertaken and the cost of this is to be borne by the consent holder.**
- (12) Should any damage occur to public assets in the course of development of the site, the consent holder shall bear all costs relating to the reinstatement of affected footpaths, street furniture and trees and/or affected services. All reinstatement work shall be carried out at the direction and to the satisfaction of the Council (Manager: Transport Safety, Assets & Operations).**
- (13) All construction activities carried out on the site shall be designed and conducted in a manner such that any noise from the site does not exceed the noise limits in rule 7.6.4 of the Auckland City District Plan, Operative 2004 Central Area Section.**
- (14) All site works shall be carried out so as not to create a dust nuisance on the site or the surrounding area. In order to prevent the dispersal of dust and other particles from adversely affecting adjoining sites, the consent holder shall dampen any area of earthworks so that the emission of dust and other particles is minimised.**

Parking and access

- (15) The consent holder is at all times to ensure that only that parking which is ancillary to activities within the adjacent Britomart Precinct utilises the basement car parking structure authorised by this consent.**
- (16) The consent holder shall provide to the Council (Manager: Central Area Planning) a written report identifying the development and use of floor area within the Britomart Precinct and the associated permitted ancillary parking entitlement. This report shall be provided on a quarterly basis from the date of completion of the basement car parking structure until such time as the maximum number of ancillary parking spaces is**

provided for activities within the Britomart Precinct under rule 9.7.1 of the District Plan.

- (17) Vehicle crossings shall comply with Cl. 9.7.3.3 *Vehicular access over footpaths* which requires a surface level with the footpath on either side of the crossing and a finish in the same materials and patterns as the footpath, all to signal pedestrian priority.
- (18) Prior to occupation of the building, a “vehicle coming” sign is to be installed at each entry and egress point over a public footpath.
- (19) The third level of the parking building shall not be opened until sufficient development within the Britomart Precinct has been completed to allow the number of permitted parking spaces to exceed the spaces provided in Levels 1 and 2.
- (20) Should the valet service cease to operate for more than a one month period, 11 parking spaces for people with disabilities complying with NZS 4121: 2001 are to be retrofitted into the basement car park within 3 months of the cessation of the valet service.

Note: Due to the height restriction for access to the basement any such spaces to be provided are required to meet the ambulant requirements of NZS 4121: 2001 and wheelchair requirements will need to be met at ground level as applicable.

- (21) The valet parking operation shall be carried out in accordance with the Proposed Valet Parking Operation document prepared by Steve Reddish of Traffic Planning Consultants, dated 14 November 2007, and the consent holder shall ensure that sufficient parking spaces are available during the peak hours and that sufficient staff members are in place to operate the valet service and avoid queuing onto the streets.
- (22) The location, layout and access configuration of the parking areas for the valet service (and any changes thereto) shall be submitted to the Manager: Central Area Planning for approval prior to commencement of the valet service.
- (23) The existing parking controls along the Britomart Place frontage between Quay Street and Scene Lane shall be changed to the requirements of the Manager: Transport Safety, Assets and Operations to facilitate safe entry and egress to and from the car park. The full cost associated with giving effect to these changes is to be borne by the consent holder.

Delay in Construction

- (24) Should a delay of three months or more be expected to occur, or actually extend to more than three calendar months beyond completion of the first stage between the completion of the basement levels and the above ground Stage 2 development proceeding, the consent holder shall inform the Manager: Central Area Planning and undertake measures to remediate the ground floor slab to a state that is considered acceptable by the Manager: Central Area Planning by wholly sealing the site to ensure

watertightness, safety and security. The consent holder shall secure the site by erecting robust fencing or hoarding, not less than 1.8m in height, around the perimeter of the site and install safety lighting, all to the satisfaction of the Manager: Central Area Planning. The materials, colour and finishing of the fencing or hoarding shall also be to the satisfaction of the Manager: Central Area Planning. No advertising (including corporate branding) is to be placed on or included in any such hoardings.

- (25) The consent holder shall submit for the approval of the Manager: Central Area Planning a plan for landscaping and safety lighting of the site in conjunction with the screen fencing or hoarding of the perimeter of the site. The landscaping should be designed to ensure that planting quickly achieves a desired effect of 'softening' the hard edges of the perimeter fencing thus presenting a visually attractive frontage to Quay Street and Britomart Place.

The plan shall include details of the plant sizes at the time of planting and intended species, and landscaping shall be implemented in accordance with the landscaping plan and shall be maintained until the construction of any new building commences. Landscaping shall be planted within six months of the completion of the first stage of development of the site and shall be maintained by the consent holder thereafter to the satisfaction of the Manager: Central Area Planning.

Site contamination

- (26) No works involving excavation of part of, or the whole of, the site shall be undertaken until procedures for the excavation, handling and disposal of any contaminated material, and the measures proposed for remediation of the site, are confirmed by the grant of resource consent for redevelopment of a contaminated site (LUC20070340001).

Financial Contribution

- (27) Prior to the commencement of any building development under this consent, the consent holder shall have paid to the Council, a financial contribution in accordance with the provisions of Part 8 – *Financial Contributions* of the Operative District Plan.

Monitoring

- (27) The consent holder shall pay a consent compliance monitoring charge of \$1000.00 (inclusive of GST) to the Council, plus any additional monitoring charge or charges to recover the actual and reasonable costs that are incurred to ensure compliance with the conditions attached to this consent. (This charge is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc, all being work to ensure compliance with the resource consent).

The compliance monitoring charge must be paid as part of the resource consent fee and the consent holder will be advised of any additional monitoring charge or charges as they fall due. Such additional charges are to be paid within one month of the date of invoice.

Administrative Charges

- (28) The resource consent holder shall pay any administrative charge fixed in accordance with section 36(1) of the Resource Management Act 1991 or any additional charge required pursuant to section 36(6) of the Resource Management Act 1991, wherever appropriate.

Review

- (29) a) In accordance with Section 129 of the Resource Management Act 1991 the Council may serve notice on the consent holder of its intention to review, at any time within 2 years following the issue of the Code Compliance Certificate for the consented (Stage 1 development) conditions 1, 21 and 22. The review(s) is to ensure the effective working of the valet service and to gauge its impact on the surrounding road network in terms of the following service objectives:

- Valet areas are to be of sufficient size and layout and to have sufficient staff so that no vehicle queuing occurs at entry and to ensure efficient traffic flow on the surrounding road network; and
- Sufficient staff** will be engaged to achieve a 90% 15 minute turn around of vehicles.

In addition, the consent holder shall submit to the Council, within 3 months of the commencement of the car park operation, the final plans indicating the changes referenced in condition 1 for the approval of the Council (Manager: City Planning). This review is to ensure that any changes made to the plans are in substantial accordance with those approved and referenced in condition 1.

****** *The number of staff will vary during the day dependent on demand – as arrival and departure trends develop, more certainty of exact staff requirements will be achieved.*

- b) The first review shall occur one calendar month from the date of the first day of the month immediately following the establishment of the valet service and thereafter occur at monthly intervals for an initial three month period, and thereafter for the remaining 21 month period at three month intervals.
- c) Reviews would be independently carried out by suitably qualified traffic engineering consultants at the request of the Council and paid for by the consent holder. Should the review(s) conclude that the valet service is failing to achieve the service objectives in condition 30, particularly during the morning and evening peak periods, the Council may instruct the applicant to increase the capacity of the operation or to implement a solution at the consent holder's cost. The full cost of carrying out any mitigation measures so directed by the Council shall be borne by the consent holder.

ADVICE NOTES

1. This resource consent will expire five years after the date of commencement of consent unless: (a) some other date is specified in the consent; (b) It is given effect to before the end of that period; or, (c) Upon an application made prior to the expiry of that period (or such longer period as is fixed under section 37 of the Resource Management Act), the Council fixes a longer period. The statutory considerations that apply to extensions are set out in section 125(1)(b) of the Resource Management Act 1991.
2. The consent holder needs to obtain all other necessary consents and permits, including those under the Building Act 2004, and to comply with all relevant Council Bylaws.
3. This consent does not constitute building consent approval. Please check as to whether or not a building consent is required under the Building Act 2004. If a building consent application is already lodged with the Council or has already been obtained you are advised that unless otherwise stated, the use shall not commence until all relevant conditions of this resource consent have been met.
4. A copy of this consent should be held on site at all times during the establishment and construction phase of the activity and also drawn to the attention of those working on the site.
5. The consent holder is requested to notify the Council, in writing, of its intention to begin works, a minimum of seven days prior to commencement. Such notification should be sent to the Team Leader Compliance Monitoring and include the following details:
 - name and telephone number of the project manager and site owner
 - site address to which the consent relates
 - activity to which the consent relate
 - expected duration of works.
6. If you disagree with any of the above conditions or with any additional charges relating to the processing of the application, you have a right of objection pursuant to Section 357 of the Resource Management Act 1991 which shall be made in writing to the Council within 15 working days of notification of the decision. The Council will consider the objection at a hearing as soon as practicable.
7. Subject to Section 198 of the Local Government Act 2002 and Auckland City Council's Policy on Development Contributions, a development contribution is payable on this proposal. A notice of assessment will be sent out which outlines the quantum of the contribution payable for this consent. Please note that with respect to this development, building consents will not be released, code of compliance certificates will not be issued, and Section 224(c) certificates for subdivisions will not be issued until the development contribution is paid. If further consents are applied for in respect of this development the contribution amount may be re-calculated at that time. Please contact the Development Contributions team at the Council for any queries in this regard.

L A McGregor

Chair: _____

Date: _____

APPENDIX 1 (TO CONSENT CONDITIONS)

TRAFFIC MANAGEMENT PLAN FOR DEMOLITION & CONSTRUCTION ACTIVITIES

The following is a list of issues that would need to be addressed in detail in any traffic management plan being prepared for demolition and construction activity. In particular, the plan is to include specific provision for site management, edge treatment and site amenity as required by rule 5.6.1 of the Auckland City District Plan -2004 Operative Central Area Section.

- ingress/egress to/from site
- materials storage
- truck unloading/loading, particularly hours of operation and that truck movements shall be outside of peak hours.
- concrete deliveries
- rubbish removal
- truck movements to the site
- truck waiting
- truck cleaning
- subcontractors vehicles
- workers vehicles
- craneage
- cherry pickers
- pedestrian movements and pedestrian control/safety
- all weather protection for pedestrians
- needs of other property owners/occupiers affected by the works and how those needs will be met (including parking, servicing, access requirements).
- equipment to be used for control of traffic
- details of all signage
- on street parking controls and liaison with Parking Services
- impact on street lighting
- liaison with emergency services
- liaison with public transport and road transport organisations
- how to keep footpaths and roadway clean and uncluttered
- site sheds (on or over the street).

NB The plan needs to take account of the full potential effects of the activity on the public space (road, footpath, etc).

The contractor will need to have evaluated:

- a) The traffic conditions
- b) Existing traffic and parking controls
- c) Physical features
- d) Visibility restrictions
- e) Requirements of other properties re: access etc, including in this case the operation of the Britomart Farmers Market.

It is suggested that there be someone appointed who has responsibility and accountability for controlling traffic matters and for ensuring that the agreed traffic management plan is adhered to.

