

## **NORTH SHORE BUSWAY**

### **NOTICE OF REQUIREMENT 1– TRANSIT NEW ZEALAND: BUSWAY**

#### **1 General Conditions**

- 1.1 The scope and extent of the works envisaged within the designation shall be generally in accordance with the Notices of Requirement, the plans contained in "Volume 3 – A3 Plans" forming part of the documentation supporting the Notice of Requirement, and the relevant detailed plans in the Technical Reports in Volume 5, subject to the final design and the conditions set out below.
- 1.2 Prior to any works being commenced in particular location(s) of work, the Requiring Authority shall obtain all requisite resource consents for the location(s) affected under the Resource Management Act 1991.
- 1.3 Any land taken or held for the works shall be maintained to a reasonable standard until physical works commence.
- 1.4 At all times reasonable vehicular access shall be maintained to private properties not directly affected by construction and/or operation in the area affected. Where private properties are directly affected by construction and/or operations causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which vehicular access is prevented.
- 1.5 A permanent liaison position from within the joint Project Governance Team of NSCC and the Requiring Authority will be appointed for the duration of the project. This person is to be available for ongoing consultation on all matters of concern to affected persons.
- 1.6 All contract documentation for physical works shall include reference to the designation conditions, any other resource consents (including conditions) and any approved mitigation or outline plan(s) held for the project.
- 1.7 Where requested by the owners, the Requiring Authority shall physically peg out the extent of the alignment in individually affected properties once the designation has been confirmed or all appeals have been determined, whichever is the later.

#### **2 Duration of the Designation**

- 2.1 In accordance with Section 184(1)(c) and Section 184A(2)(c) of the Resource Management Act 1991, the designation will lapse on the expiry of

ten years, except for NOR 8 which will lapse on the expiry of five years, after the date on which it is included in the District Plan unless:

- 2.2 It is given effect to before the end of that period; or
- 2.3 The territorial authority determines, on an application made no later than three months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made and fixes a longer period to give effect to the designation.

### 3 **Project Management Plans (PMP) and Outline Plans**

- 3.1 The requiring authority shall prepare a PMP which shall include mitigation/management plans as referred to in conditions 5, 6, 7, 8, 9, 10 and 11.
  - 3.2 No works shall be undertaken in any particular location(s) until:
    - (a) The PMP, or such part(s) of the PMP as are relevant to the location(s) are approved in the manner provided for in condition 3.3; and
    - (b) Any outline plan(s) required by section 176A of the Resource Management Act 1991 (*RMA*) in relation to the works in the location(s), are approved in the manner provided in condition 3.3.
  - 3.3 Approvals pursuant to condition 3.2(a) shall be obtained from the General Manager of Environmental Services, North Shore City Council, and a senior regulatory officer of the NSCC who is at the time of the approval a member of the Project Governance Team for the management of the works (*the approval officers*).
- Advice Note:** Where an outline plan or plans are required by section 176A RMA for works in any particular location(s) and the approval officers agree that the PMP or relevant part(s) of the PMP contains adequate details to satisfy section 176 RMA, then the Council may waive the requirement for an Outline Plan.
- 3.4 The works shall only be undertaken in accordance with an approved PMP and outline plan (where required).
  - 3.5 If for any reason the PMP is not approved, the outline plan procedure under s 176A shall apply. For the avoidance of any doubt, the mitigation/management plans prepared under conditions 5, 6, 7, 8, 9, 10 and 11 shall be included with any outline plan lodged for approval pursuant to s 176A.

#### 4 **Archaeological Mitigation Conditions**

- 4.1 If construction work uncovers any archaeological remains, the Requiring Authority will immediately advise local iwi and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. (All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without the prior consent of the Historic Places Trust).
- 4.2 That all recorded archaeological sites and other cultural heritage sites in the vicinity of the works shall be clearly marked on the construction plans.
- 4.3 Any significant native trees removed from Smiths Bush as part of the works to construct the busway shall be offered as gifts to Te Hao o Ngati Whatua and/or Ngati Whatua o Orakei.
- 4.4 Preliminary earthworks in the vicinity of Onewa Road and Sylvan Ave realignment will be monitored by a suitably qualified and experienced archaeologist.

#### 5 **Ecological Mitigation Conditions**

- 5.1 The PMP shall include an Ecological Mitigation Plan prepared by a suitably qualified and experienced ecologist who shall have regard to:
- (i) The recommendations contained in the audit by Shona Myers – Natural Heritage Scientist, ARC as to planting and the implementation of mitigation measures;
  - (ii) The planting of appropriate plant species as identified in ARC Technical Publication 148: Riparian Zone Management: Strategy for the Auckland Region, June 2001.
- 5.2 The Plan shall provide for:
- (i) Planting in riparian zones where consent of the landowner is obtained;
  - (ii) Mitigation of potential coastal effects.
- 5.3 Wherever practicable, any disturbance to areas of existing vegetation shall be avoided.
- 5.4 Where riparian vegetation disturbance cannot be practicably avoided, the Requiring Authority shall take care that any necessary disturbance is minimised as far as practicable. For the avoidance of doubt, this condition

is not intended to prohibit necessary disturbance, which is defined as including, but is not limited to, vegetation clearance, the construction and operation of all roads, depots, storage facilities and spoil disposal areas.

- 5.5 The PMP shall include a plan of the proposed works within the eastern remnant of Smiths Bush in sufficient detail to determine the impact on existing vegetation and the Requiring Authority shall undertake its best endeavours to minimise the removal of vegetation from Smiths Bush.
- 5.6 All works within the eastern remnant of Smiths Bush shall be supervised by a suitably qualified and experienced arboriculturist.
- 5.7 As a means of attempting to retain the overall ecological viability of Smiths Bush, any vegetation removed from the eastern remnant of the bush shall be replaced where practicable in accordance with a native tree planting and maintenance regime approved under condition 3.3 and following consultation with appropriate staff at the Auckland Regional Council.

## 6 **Landscape Mitigation Conditions**

- 6.1 The PMP shall include a Landscape Mitigation Plan prepared by a suitably qualified and experienced landscape architect who shall have regard to:
- The Landscape Mitigation Plan prepared by LA4 Landscape Architects and contained in the Esmonde Interchange Project: Assessment of Environmental Effects Volume 10c;
  - The recommendations contained in the audits by Melean Absolum and Chris Boucher.
- 6.2 The Landscape Mitigation Plan shall provide for:
- The integration of the proposed works into the surrounding landscape;
  - Appropriate consideration of the angle and extent of batter slopes;
  - Appropriate screening of existing land-uses along Fred Thomas Drive;
  - Design of borrow and disposal areas for excess fill to avoid significant visual impact, and to maximise integration with the general form of the surrounding landscape;
  - Ecological mitigation measures (eg revegetation) required in accordance with the Ecological Mitigation Condition;
  - Mitigation of effects on properties in the vicinity of the busway;

- Noise mitigation measures (eg noise barriers) required in accordance with the Noise Mitigation Conditions and the screening of such measures with planting between barriers and the busway carriageway;
- Detailed designs of the acoustic barriers, retaining walls, and earth bunds in conjunction with the engineers where necessary; and
- The identification of existing trees and vegetation sited on the boundary of the Busway designation that ought to be retained for screening purposes.

6.3 The Landscape Mitigation Plan shall include details of:

- All proposed planting (including species, species size, densities, areas and locations);
- The planting programme;
- The maintenance programme. This programme shall include details of weed control, performance standards specifying allowable percentage survival rates, and replacement of any planting features;
- The sufficiency of the soil medium to sustain all planting proposed; and
- An appropriate maintenance regime.

6.4 All landscape mitigation planting shall be implemented during the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity thereafter. Following completion of planting, the Requiring Authority shall submit to the North Shore City Council a report by the landscape architect on the implementation of the landscape plan.

6.5 Where practicable, any planting utilising native plants shall use plants genetically sourced from the ecological district.

6.6 Exposed cut and fill batters and slopes shall be re-vegetated as soon as practicable after construction.

## 7 **Noise Mitigation Conditions**

7.1 The project shall, as a minimum standard, be designed and constructed to comply with the limits within the Transit NZ Guidelines for the Management of Traffic Noise for State Highway Improvements and with the acoustic report 'North Shore Busway Project, SH1 Busway, Report No 97245B' by Marshall Day Acoustic Limited.

- 7.2 The PMP shall include a Noise Mitigation Plan prepared by a suitably qualified noise consultant. The purpose of the plan is to describe the methods by which noise associated with traffic using the roading and the bus stations within the designation will be made to comply with specified noise limits at all affected dwellings and schools in the vicinity of the area affected. Where the ambient sound level is required to determine design limits then this shall be done prior to construction commencing.
- 7.3 The Requiring Authority shall ensure that all construction works are carried out in accordance with NZS 6803P:1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".
- 7.4 The PMP shall include a Construction Noise Management Plan. The purpose of the Plan is to describe the methods by which noise associated with the construction of the work will be managed to comply with Condition 7.3 above. In particular, the Construction Noise Management Plan shall identify:
- The location of permanent acoustic fences to be installed prior to the commencement of the main construction works;
  - Methods of managing noise;
  - Noise monitoring methods, including details of methods, equipment, location and frequency;
  - Contingency measures in the event of any incidence of non-compliance; and
  - Procedures for handling noise complaints.
- 7.5 Where the requirements of condition 7.4 are unable to be met, the alternative strategies that have been developed following consultation with affected landowners will be implemented. Such alternatives may include, but not be limited to, temporary relocation of occupiers, compensation for occupiers and purchase of the affected properties.
- 7.6 Construction works shall at all times be undertaken in accordance with the Construction Noise Management Plan.
- 7.7 Where practicable, acoustic barriers required to meet Transit Noise Guidelines in particular locations, shall be erected prior to commencement of the construction works in those locations.

7.8 Where temporary acoustic barriers are proposed in the Marshall Day Report, and where their retention would result in effective traffic noise reduction for residents or educational facilities, they shall be built to a standard such that the barriers will be able to remain permanently in place at heights approved under condition 3.3, taking into consideration traffic noise reduction, visual and landscaping factors and consultation with adjoining property owners.

7.9 Unless:

- (a) Otherwise agreed between Ministry of Education (MOE) and the requiring authority; or
- (b) MOE agrees to compensation with the requiring Authority for the noise effects from the Busway and associated new works; where *additional* traffic noise resulting from the Busway or associated new works increases above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any classroom, then the requiring authority shall, immediately following commissioning of the Busway, implement mitigation measures which result in the noise level not *exceeding* 45 dBA Leq, or the ambient noise level *existing* prior to the establishment of the Busway, whichever is the higher. This noise level shall be achieved together with the ventilation requirements of The New Zealand Building Code, Clause C4.

## 8 **Geotechnical Mitigation Condition**

8.1 A Geotechnical Mitigation Plan shall be prepared by a suitably qualified Geotechnical Engineer in consultation with North Shore City Council. The plan shall be submitted to the North Shore City Council prior to construction of any stage and shall take into account the recommendations of the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues' – November 2001.

## 9 **Vibration Mitigation Conditions**

9.1 The PMP shall include a Vibration Mitigation Plan having regard to the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001'. This Mitigation plan shall include details of how the works will comply with the requirements of German Standards DIN4150 "Structural Vibration in Buildings – Effects on Structures" during construction and shall take into account the recommendations.

9.2 A dilapidation survey of 'at risk' buildings, as per the recommendations of the audit prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001', shall be under

taken prior to during and after completion of the construction works, provided the consent of any landowner and/or occupier can be obtained.

## 10 **Traffic Mitigation Conditions**

- 10.1 The PMP shall include a Traffic Mitigation Plan based on its adopted design for the project. The Traffic Mitigation Plan shall include:
- (i) Methods of mitigating the local and network wide effects of both the construction of individual elements of the project and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
  - (ii) Methods of helping to accommodate the bus transport needs of pupils of Westlake Girls' High School through the development and operation of Westlake Station and the busway system, in the light of consultation with the School;
  - (iii) Methods of limiting the use of the busway to emergency vehicles and no more than 350HOVs (excluding buses) per hour north of Esmonde Road, including a restriction on the access of HOVs through Constellation Drive Station to no more than 350HOVs;
  - (iv) Details of a monitoring programme to be undertaken detailing the demand for car parking in the vicinity of the Sunnynook Station and Westlake Station prior to the opening of the Station and at regular intervals (a minimum of 2 per annum) for a minimum period of five years following the opening of the Station to the public and measures to manage any such demand. (This condition shall only apply to Notices of Requirement 8 and 9); and
  - (v) Details of pedestrian access to be provided within the Westlake Bus Station and along Shakespeare Road Extension. (This condition shall apply only to Notice of Requirement 8).
- 10.2 In order to prevent potentially significant traffic disruption during and after construction, the existing Onewa Interchange shall continue to be fully operational (that is in the manner in which it currently operates) until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.
- 10.3 The public use of the Westlake Station shall not be allowed until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

## 11 **Construction Management Conditions**

- 11.1 The PMP shall include a Construction Management Plan which shall refer to all conditions imposed on any relevant resource consents granted by the Auckland Regional Council.
- 11.2 The purpose of the Construction Management Plan is to set out methods by which any dust nuisance from construction will be avoided or minimised and by which the possibility of ground vibration during construction can be notified to adjacent land owners and occupiers. In particular, the Management Plan shall identify amongst other things:
- Specific methods by which dust will be managed, including cleaning vehicle tyres before vehicles enter public roads, wetting or covering surfaces and replanting disturbed areas;
  - Contingency measures to ensure that, in the event of any dust nuisance arising, immediate remedial measures are implemented;
  - Procedures for prior notification of the use of machinery likely to generate vibration effects beyond the area of the designation to properties where ground vibration may be felt;
  - The means by which loss of vehicle access to be properties will minimise inconvenience to each property owner affected following consultation with affected property owners;
  - Methods of ensuring pedestrian safety along public footpaths and particularly where works are proposed in close proximity to any school;
  - Procedures for handling any dust and ground vibration complaints; and
  - In respect of Takapuna Normal Intermediate School the Management Plan shall include measures to address the following, in consultation with the School:
    - (i) Preventing students from gaining access to the construction site via the parking area off Northcote Road or Smiths Bush by the erection of such gates or fencing as may be agreed to by the School and the Requiring Authority;
    - (ii) Control of construction traffic moving between the construction site and Northcote Road so as to encourage the safe movement of students along Northcote Road; and
    - (iii) Minimising any adverse effects of construction on the playing field, in particular, dust nuisance.

- 11.3 The Requiring Authority shall ensure that the Construction Management Plan is complied with at all times during construction and that a copy is kept at all site offices.
- 11.4 The Requiring Authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.
- 11.5 The Requiring Authority shall advise neighbouring owners and occupiers in the vicinity of the affected area of the date on which construction is to start, the expected duration of the work, and the telephone number of Site Liaison Officer who is able to respond to queries.
- 11.6 The location and extent of each stage of the site works will be identified and the North Shore City Council advised of the construction timetable.
- 11.7 The earthworks contractor shall be required to maintain the stability of the land and property at the boundary of the site by the best practicable method and to monitor that such works are and remain effective.
- 11.8 Control measures shall be in place to ensure that any vehicles leaving the designated site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up as soon as practicably possible at the Requiring Authority's expense.
- 11.9 Adequate provision shall be made during the earthworks construction for the protection of the existing public drains that traverse the designation. It is the Requiring Authority's responsibility to remedy any damages to the public drains that may occur during construction.
- 11.10 Protected vegetation areas and trees identified in the Landscape Mitigation Plan are to be retained and protected. Other sensitive areas of the site are to be identified and marked for protection prior to the commencement of works.
- 11.11 Spoil from earthworks, surplus to site requirements, shall be disposed of at an approved landfill site.

## 12 **Exmouth Road Pedestrian Overbridge**

- 12.1 The Requiring Authority will use its best endeavours to obtain all necessary resource consents to allow reinstatement of the existing Exmouth Road pedestrian overbridge in the same or a similar location but extended to provide access across the bus lane to the foreshore. If such consents are granted the Requiring Authority shall reinstate the overbridge prior to the consents lapsing.

### 13 **Westlake Boys High School**

- 13.1 The School accessway, adjoining the western boundaries of the Altona Road properties and connecting the northern and southern playing fields, shall be constructed with a minimum width of 4m and designed so that service vehicles and pedestrians can obtain safe and convenient access.
- 13.2 The western embankment adjoining the southern playing fields of the School shall be planted with *Alnus incana* and *Alnus rubra* at a size and spacing to be detailed within the Landscape Mitigation Plan.
- 13.3 The Requiring Authority shall use its best endeavours to undertake construction of the works in the area adjoining the northern playing fields during the School Summer holidays (approximately 10 December – 31 January the following year).

### 14 **Westlake Girls High School**

- 14.1 The Requiring Authority shall use its best endeavours to ensure that the pin oak trees along the western boundary of the School are retained.
- 14.2 The Requiring Authority shall use its best endeavours to undertake construction of the works along the School boundary during the School Summer holidays (approximately 10 December – 31 January the following year).

### 15 **Takapuna Normal Intermediate School**

- 15.1 A permanent 1.8 metre close boarded and battened wooden fence shall be erected along the western boundary of the school (as identified in the **attached** plan titled "Building Locations Takapuna Normal Intermediate School") prior to commencement of construction of the Busway.
- 15.2 Where the operation of the Busway results in increases in traffic noise above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any existing Takapuna Normal Intermediate School classroom with windows open (identified in the **attached** plan), then the requiring authority shall implement mitigation measures which result in the noise level not exceeding either 45 dBA Leq, or the ambient noise levels existing prior to the establishment of the Busway, whichever is higher. This noise level shall be achieved together with the ventilation requirements of the New Zealand Building Code, Clause G4 and New Zealand Standard 4303:1990 'Ventilation Requirements for acceptable indoor air quality' and in particular the requirements for educational institutions.

15.3 The Requiring Authority shall provide for:

- replanting, or replacement where replanting is not practicable, of trees along the western boundary that are required to be removed for construction of the Busway; and
- planting along the inside of the 1.8 metre fence (as described in condition 15.1) to mitigate the visual impact of the fence.

**16 Smales Farm**

16.1 The requiring authorities shall consult with a liaison person appointed by Shea Investments Limited and Betty Leila Holdings Limited in respect of:

- (i) the detailed landscape plan to be prepared for the Busway in the vicinity of Smales Farm, for the purpose of ensuring that the landscaping for the Busway is integrated with the landscape development of Smales Farm; and
- (ii) that part of the Traffic Mitigation Plan that relates to Shakespeare Road Extension and Westlake Bus Station.

**17 T D Jane, L J & M F Bilton & A S & S J Church**

17.1 Subject to access being granted by the landowners of the properties legally described as Lot 127, DP 56740 (CT 9C/703), Lot 128, DP 56740 (CT C/104) and Lot 129, DP 56740 ("the properties"), the Requiring Authority will implement the landscaping plan prepared by LA4 Landscape Architects for the properties (titled "Proposed Planting to Mitigate Busway" **attached**) and any amendments to the planting shown on the plan as reasonably agreed between the landowners and the Requiring Authority. Failing agreement within 12 months of completion of construction of the fence, the Requiring Authority shall implement the LA4 landscaping plan (or its equivalent in value).

17.2 The Requiring Authority shall construct a fence on the properties' western boundaries prior to construction of the Project commencing adjacent to the landowners properties. The fence shall have the following specifications:

- (i) To be located along the properties' western legal boundaries at 2 metres above ground level (as at 16 May 2003) at 7 and 10 Altona Road, and at 2 metres and rising to 2.5 metres above ground level at the northern end at 9 Altona Road, for the full length of the boundaries of those properties;
- (ii) To be constructed of exterior grade (marine) plywood having a thickness of 17.5 mm or more;

- (iii) Plywood panels to be bolted to a framework so as to ensure no gaps or cracks and to meet the surface of the ground at their lower edge;
- (iv) Fence posts and framework to be specified by engineering design;
- (v) Transit shall construct gates in the fence if requested by the landowners of 7 and 9 Altona Road; and
- (vi) To be certified by an engineer as having a design life of 20 years (except that certification of the design life of the fence shall not apply to any gates requested to be constructed).

Advice note: It is the Requiring Authority's intention to construct the fence as part of the enabling works during 2003 or by April 2004 at the latest.

- 17.3 Any construction activities exceeding the Construction Standard set out in condition 7.3 between chainage 13200 to 13000 shown on the designation plan "Harbour Bridge to Constellation Drive Designation Plans Westlake Boys High School, Drawing No. 7716C609" ("the affected area") shall be undertaken between the hours of 8.00am – 6.00pm on weekdays only and shall exclude the two weeks following Christmas Eve. For the avoidance of any doubt, condition 7.5 relating to works exceeding the Construction Standard continues to apply to the landowners as affected parties.
- 17.4 The Requiring Authority shall undertake earthworks in the affected area in one stage.
- 17.5 The Requiring Authority shall consult with the landowners on the mitigation plans referred to in the conditions 5, 6, 7, 8, 9, 10 and 11 on the designation insofar as the mitigation plans affect the landowners' properties.

## 18 **Bateman Property** **Stormwater**

- 18.1 As part of the busway construction works, Transit and NSCC shall provide the following measures to address stormwater effects:
- (i) Transit shall pipe the existing drain from chainage 15100 down to 14960 (see Figs 1a – 1c, **attached**);
  - (ii) Transit and NSCC shall widen by 4m the motorway side of the existing drain located on the eastern side of the motorway, from the level of the top of the present vertical concrete wall, from chainage 14960m to Sunnynook Road Culvert (as shown on the **attached** Figs 1a – 1c), such widening shall be at a grade as flat as possible from the existing concrete wall, consistent with efficient fall;

- (iii) NSCC shall use its best endeavours to reduce the volume of debris caught on the central wall of the Sunnynook Road Culvert by reshaping the leading edge of the central wall;
- (iv) Transit and NSCC shall undertake the following measures to avoid slope instability and scour:
  - Provide a batter toe restraint retaining wall to buttress the lower position of the batter;
  - Construct a gabion wall or timber pole wall to support the toe restraint retaining wall; and
  - To undertake grass seeding over the four metre widening of the berm.

Advice Note: It is recorded that Mr Bateman has agreed to provide access to Transit and NSCC or their contractors to enable them to undertake any drainage improvement works required within or adjacent to the Bateman family property.

#### **Noise**

- 18.2 Transit shall construct a concrete 0.8 metre high barrier between the Busway and the property in compliance with the letter from Marshall Day Acoustics Limited dated 18 December 2002 (**attached** as Appendix 1). The detailed design of this barrier is to be finalised as part of the busway detailed design.
- 18.3 Transit shall construct a 0.8 metre high solid concrete New Jersey Barrier on top of the retaining wall between the motorway and the busway as also described in Appendix 1; the detailed design of this barrier is to be finalised as part of the busway detailed design.
- 18.4 Transit shall construct a 1.8 metre high barrier at the rear of the Sunnynook Station between the proposed bus shelter and the end of the platform to mitigate any reflection of noise from the northbound bus shelter, the detailed design of this barrier is to be finalised as part of the busway detailed design.
- 18.5 Transit agrees that any retaining wall to be constructed for the purposes of the Sunnynook Station shall be constructed from non-reflective materials to mitigate any potential noise effects.

#### **Landscaping**

- 18.6 Transit shall undertake screen planting, consisting of native trees, shrubs and ground cover between Sunnynook Station, the busway and the

property, as shown on the **attached** plan (titled "North Shore Busway Project: Amended Landscape Development for Sunnynook Bus Station, Figure 2") to provide effective screening. The planting, including the planting shown on the embankment between the busway and the motorway, will be undertaken as soon as practicable following the construction works and within the first planting season to provide effective screening.

- 18.7 The landscaping and planting provided for under clause 18.6 shall be planted at Pb28 grade so that the plants are approximately 1.5 metres high when planted.
- 18.8 All planting shall be tended and maintained to ensure the full establishment and effectiveness of the landscaping including replacement planting where necessary.

**NORTH SHORE BUSWAY****NOTICES OF REQUIREMENT 5 (AKORANGA BUS STATION), NOTICE 8 (WESTLAKE BUS STATION) AND NOTICE 9 (SUNNYNOOK BUS STATION)**

The Conditions from Notice 1 listed below shall also apply to Notices 5, 8, and 9 other than as varied below.

1. General Conditions
2. Duration Of Designation
3. PMP and Outline Plans
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6 and 5.7)
6. Landscape Mitigation Conditions.
7. Noise Mitigation Conditions
8. Geotechnical Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions except that:
  - Condition 10.2 shall not apply
  - Condition 10.1(ii) applies only to Notice 8 - Westlake
  - Condition 10.1(iv) applies only to Notices 8 and 9 – Westlake and Sunnynook
  - Condition 10.1(v) applies only to Notice 8 – Westlake
  - Condition 10.3 applies only to Notice 8 - Westlake
11. Construction Management Conditions
14. Westlake Girls High School applies only to Notice 8 – Westlake
18. Bateman: Stormwater Conditions applies only to Notice 9 – Sunnynook (other than Condition 18.1(i)).

**NORTH SHORE BUSWAY****NOTICE OF REQUIREMENT 2 - TRANSIT NEW ZEALAND: MODIFICATIONS  
TO SYLVAN AVENUE/ONEWA ROAD INTERCHANGE**

The conditions from Notice 1 listed below shall also apply to Notice 2 other than as varied below:

1. General Conditions
2. Duration Of Designation
3. PMP and Outline Plans
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6, and 5.7)
6. Landscape Mitigation Conditions
7. Noise Mitigation Conditions (other than 7.8)
8. Geotechnical Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions (other than 10.1(ii), (iv) and (v) and 10.3).
11. Construction Management Conditions

**NORTH SHORE BUSWAY****NOTICE OF REQUIREMENT 4 - NORTH SHORE CITY COUNCIL:  
MODIFICATIONS TO SYLVAN AVENUE/ONEWA ROAD INTERCHANGE**

The conditions listed in Notice 1 listed below shall also apply to Notice 4 other than as varied below.

1. General Conditions
2. Duration Of Designation
3. PMP and Outline Plans
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6, and 5.7)
6. Landscape Mitigation Conditions
7. Noise Mitigation Conditions (other than 7.8)
8. Geotechnical Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions (other than 10.1(ii), (iv) and (v) and 10.3).
11. Construction Management Conditions

**NORTH SHORE BUSWAY****NOTICE OF REQUIREMENT 3 - TRANSIT NEW ZEALAND - CONSTELLATION DRIVE**

The conditions from Notice 1 listed below shall also apply to Notice 3 other than as varied below.

1. General Conditions (with appropriate amendments to refer to the separate assessments undertaken which specifically relate to the Constellation Drive Station).
  - 1.10 A formal review of the adequacy of parking provision at the Station shall be carried out within twelve months of commencement operations at the Station and within a period of six months from any date if requested by the North Shore City Council. The review shall include preparation of a report by a suitably qualified and experienced traffic engineer analysing the on site car parking demand and supply situation based on surveys within and around the busway Station site and identifying any adverse effects and possible mitigation methods, which may form the basis for any further or amended conditions relating to car parking and parking management.
  - 1.11 The Sunset Road access is to be limited to use by authorised busway users only, with appropriate signage being raised to this effect.
2. Duration Of Designation
3. PMP and Outline Plan
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6 and 5.7)
6. Landscape Mitigation Conditions
7. Noise Mitigation Conditions (other than 7.8)
8. Geotechnical Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions (other than 10.1(ii), (iv) and (v), 10.2 and 10.3).
11. Construction Management Conditions

**NORTH SHORE BUSWAY****NOTICE OF REQUIREMENT 10 - NORTH SHORE CITY COUNCIL:  
CONSTELLATION DRIVE BUS STATION**

The conditions from Notice 1 listed below shall also apply to Notice 10 other than as varied below.

1. General Conditions (with appropriate amendments to refer to the separate assessments undertaken specifically for the Constellation Drive Station).
  - 1.10 A formal review of the adequacy of parking provision at the Station shall be carried out within twelve months of commencement operations at the Station. The review shall include preparation of a report by a suitably qualified and experienced traffic engineer analysing the on site car parking demand and supply situation based on surveys within and around the busway Station site and identifying any adverse effects and possible mitigation methods, which may form the basis for any further or amended conditions relating to car parking and parking management.
  - 1.11 The Sunset Road access is to be limited to use by authorised busway users only, with appropriate signage being raised to this effect.
2. Duration Of Designation
3. PMP and Outline Plan
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6 and 5.7)
6. Landscape Mitigation Conditions.
7. Noise Mitigation Conditions (other than 7.8)
8. Geotechnical Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions (other than 10.1(ii), (iv) and (v), 10.2 and 10.3).
11. Construction Management Conditions

**NORTH SHORE BUSWAY****NOTICE OF REQUIREMENT 6 - NORTH SHORE CITY COUNCIL:  
AKORANGA STATION LINK ROAD**

The conditions from Notice 1 listed below shall also apply to Notice 6 other than as varied below.

1. General Conditions.
2. Duration Of Designation
3. PMP and Outline Plan
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6 and 5.7)
6. Landscape Mitigation Conditions
7. Noise Mitigation Conditions (other than 7.8)
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions (other than 10.1(ii), (iv) and (v), 10.2 and 10.3).
11. Construction Management Conditions (including measures addressing the contaminated nature of Barrys Point Reserve and any potential remediation measures).

**NORTH SHORE BUSWAY****NOTICE OF REQUIREMENT 7 - NORTH SHORE CITY COUNCIL:  
PEDESTRIAN OVERBRIDGE**

The conditions from Notice 1 listed below shall also apply to Notice 7 other than as varied below.

1. General Conditions.
- 1.9 No works in relation to the proposed overbridge shall be undertaken until such time as works have commenced in relation to the Akoranga Station.
2. Duration Of Designation
3. PMP and Outline Plan
6. Landscape Mitigation Conditions
8. Geotechnical Mitigation Conditions
11. Construction Management Conditions