

## **Section 92 Response dated 17 February 2023**

Watercare Services Limited

Private Bag 94010

Auckland 2241

[www.watercare.co.nz](http://www.watercare.co.nz)[ciproject@water.co.nz](mailto:ciproject@water.co.nz)[www.centralinterceptor.co.nz](http://www.centralinterceptor.co.nz)

Customer service line

Mon to Fri 7.30am to 6pm

09 442 2222

17 February 2023

Attn: Lee-Ann Lucas  
Auckland Council  
Private Bag 92300  
Auckland 1142

Dear Lee-Ann

**Alteration to designation to extend designated area of 9468: Response to s92 for Further Information in relation to Watercare's application D.002350.01.**

Further to your letter on 20 December 2022 requesting further information to assist with considering the above alteration to designation, we provide the below response. For completeness, and ease of reference, we have provided a response to Flow's additional transportation questions received via email on 20 January 2022 in sections 8 and 9 below.

We step through each Request for Information (RFI) and provide further detail, explanation, or justification as applicable. Each RFI question is reproduced in full and italicised at the start of each relevant section.

Traffic and transport effects – Auckland Transport

- 1. Please confirm the properties affected by rubbish collection manoeuvring requiring vehicle crossing reconstruction to a commercial standard based on the alteration to designation. For example, to provide revised rubbish truck tracking based on the designation boundary of the proposed alteration (refer to below extracts from s92 responses). This is not specifically addressed in the AEE. This was noted in AT's initial feedback. It relates to Designation 9468 condition 5.2 (k).*

The Tawariki Street terminates in a dead-end, therefore rubbish trucks turn around requires a multi-point turn using residential driveway. During construction, this manoeuvre will be retained for an 8.0 m rubbish truck using 40 and 33 Tawariki Street. A revised vehicle tracking plan has been prepared for rubbish truck manoeuvring and is detailed in Attachment A option 2. The rubbish truck will be required to reverse down the extent of Tawariki Street to service dwellings at 37, 39, and 41 Tawariki Street given this section of Tawariki street will be low speed and minimal traffic, this arrangement is considered acceptable.

- 2. Please confirm any changes from the proposal affecting vehicle access servicing private properties and whether access will be maintained during the construction period (in accordance with Designation 9468 condition 5.2(e)).*

Vehicle access for residential properties will be maintained during construction. A 6.0 m wide access Right of Way will be built using the existing footpath space adjacent to properties 33-41 Tawariki Street as shown in Appendix B.

### Noise and vibration effects

3. *Please confirm the total duration to complete the construction of the secondary shaft and;*

- *the duration to complete sheet piling (or alternative piling/retaining works)*
- *the duration that construction noise from sheet piling is predicted between 70 and 80 dB LAeq at individual properties*
- *the duration that construction noise from sheet piling is predicted to exceed 80 dB LAeq at individual properties*
- *the duration that construction vibration from sheet piling is predicted to exceed 2mm/s PPV and 5mm/s PPV at individual properties.*

The total construction duration of the primary and secondary shafts (if built within the same construction period as the first shaft) will be approximately 2.5 years. If not built concurrently, construction duration of the secondary shaft will be up to approximately 12 month in addition to the 12 month construction duration for the primary shaft.

The final construction methodology will be developed by the Contractor on the basis of detailed design and for the purposes of this assessment, a conservative or worst-case scenario has therefore been predicted.

Taking this into account, we advise as follows:

- Sheet piling (if required) will be carried out on an intermittent basis and for a relatively short duration. This is informed by practical 'on the ground' experience from numerous other Central Interceptor (CI) sites where shafts have already been constructed (Pump Station 23, Keith Hay Park, Walmsley, May Road (x2), Haycock, Dundale, Miranda and Pump Station 25).
- There are 6 properties where noise from sheet piling is predicted to exceed 80 dB for the duration indicated above (noting the existing designation provides for exceedances at all of these properties).
- The highest noise levels experienced by each receiver will be when works are at the closest location to that receiver, such that noise levels will be lower than predicted when piling is further away.
- Vibration from sheet piling is predicted to meet the DIN 4150-3 limit at distances of 13 m or more. Only the dwelling at 38-40 Tawariki Street is this close to works (approx. 10m). The potential duration of sheet piling is set out in the first bullet point, noting as above that as works move further away vibration levels will reduce.

As set out in Section 4.3 of the Tawariki Street Noise and Vibration Assessment, it was always anticipated that sheet piling would potentially result in exceedances of the noise limits set in Condition 3.2, and consequently the designation conditions provide for an Activity Specific Construction Noise Management Plan (ASCNMP) (Condition 3.5).

Consultation with residents around timing and duration of sheet piling will be an important aspect of noise management, and will be a key consideration in the preparation of ASCNMP.

As noted below, the approach to managing exceedances set out in the GLT designation conditions reflects the Central Interceptor designation conditions. An ASCNMP has been successfully implemented to date on 15 CI sites, including for sheet piling operations (3 sites<sup>1</sup>). This provides a solid 'real-world' basis which demonstrates that the effects can be managed and mitigated to cause the least disruption to surrounding residents and to minimise environmental effects (careful management has ensured that to date there has been no noise complaints for CI works, including sheet piling works).

4. *Please provide comments on the potential for cumulative noise and vibration effects from construction of the secondary shaft and other significant works if occurring simultaneously.*

While the alteration to designation provides for construction of both shafts within the one construction window, site constraints and construction management requirements will restrict what will be able to be undertaken on site at any one time.

The only potential exceedance of permitted activity thresholds is associated with sheet piling of the secondary shaft. However this would be temporary and intermittent, and only one sheet piling rig would be in operation

.

Vibration levels from all other equipment operating on site are predicted to be well below the guideline limits in DIN 4150-3. Similarly noise levels are predicted to comply with the relevant consent limits. Cumulative vibration and noise effects are therefore unlikely.

More broadly, Watercare and its Contractor has extensive experience constructing shafts and chambers in proximity to dwellings and is well versed in how best to manage construction activities to ensure effects and associated disruption is minimised. The CI Community Engagement team undertakes ongoing communication and engagement with surrounding properties regarding activities in proximity to dwellings. As a part of the CI works, this level of engagement and communication will continue for the Grey Lynn Tunnel and associated shaft site at Tawariki Street.

5. *Please provide comments/evidence that it will not be practicable to further mitigate predicted construction noise levels given six properties will be subject to an increase in noise between 6 – 10 dBA which, subjectively, considered to represent moderate to significant effects.*

Screening from 3 m high site hoarding is assumed to provide 10 dB of attenuation for all sources except sheet piling, where the noise source is elevated effective screening is generally not practicable. For this reason, mitigation for sheet piling is generally limited to managing the hours of works, consultation with surrounding properties to minimise disruption, and working efficiently and quickly. To date these measures have been successfully employed at a number of other CI sites.

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<sup>1</sup> ASCNMP has been prepared at the following Central Interceptor sites; Keith Hay Park, Haycock, and Walmsley



As noted above, the predicted levels are a worst-case scenario during intermittent sheet piling for a short duration.

It is not unusual for construction activities to exceed the permitted activity construction noise limits and this is recognised in the AUP and NZS 6803:1999. Intermittent exceedances of 6 – 10 dBA for short durations over a temporary construction period is not considered to represent a significant effect, noting further that the six properties identified were already predicted to experience exceedances (albeit less than through this alteration).

As noted above, the CI project team has established all of the major CI construction sites along the main CI tunnel and over half of the main CI tunnel has been completed (southern section). Works-to-date include a number of sites in close proximity to houses (e.g. Keith Hay Park, Haycock, Miranda Reserve, Rawalpindi Reserve, Mt Albert War Memorial Reserve). CI construction activities and associated effects are therefore well understood and able to be appropriately managed. This current application is informed by practical on-the-ground experience gained through the CI project to date, including directly comparable experience in relation to the type of works (shafts) and location of works (in proximity to houses). This provides a high degree of confidence around the potential effects of the proposed works and how these effects can be appropriately managed.

6. *Please advise if sheet piling, specifically in regard to vibration effects on the dwelling at 40 Tawariki Street (which is now located 10m away) represents the best practicable option approach.*

See response below to question 7.

7. *As vibratory sheet piling may not be required, please clarify why alternative piling / retaining methods have not been briefly discussed and, if noise and vibration levels associated with alternative piling/retaining methods would be lower, why an alternative method is not the preferred option.*

Consistent with CI works to date across 16 shaft sites, the final construction methodology and programme will be developed by the Contractor on the basis of detailed design, prior to the commencement of construction activities.

The indicative construction methodology used to inform the assessment of construction noise and vibration is set out in Section 3.5 of the original AEE<sup>2</sup> and Noise Effects<sup>3</sup> reports. Alternative piling / retaining methods are discussed in these reports and the preferred method will be finalised when the (piling) Contractor is appointed. No changes to the indicative construction methodology are proposed as part of this application.

Sheet piling has been assessed as the worst-case scenario. Other methods of piling are expected to result in lower noise and vibration levels and are therefore within the envelope of effects assessed in the original NoR and through this alteration.

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<sup>2</sup> Grey Lynn Tunnel Notice of Requirement (NoR), Resource Consent Application and Assessment of Environmental Effects Report prepared by Jacobs dated February 2019

<sup>3</sup> Grey Lynn Tunnel Assessment of Noise Effects prepared by Marshall Day Acoustics dated 13 February 2019.

The existing conditions of Designation 9468 provide robust mechanism for ensuring the BPO approach to undertaking works. This is supported by reference to works at existing CI sites.

8. *Please confirm that there will be no change in the maximum number of daily construction vehicle movements (64 heavy vehicle movements, 82 vehicle movements total as per the original consent) associated with concurrent construction of the primary and secondary shafts.*

As set out in Section 3.2<sup>4</sup>, no changes are proposed to the trip generation assumptions that are provided for and assessed as part of the original Notice of Requirement. This includes no changes in the maximum number of daily construction vehicle movements associated with the concurrent construction of the primary and secondary shafts.

9. *In light of the extension to include 42 Tawariki Street, Flow consider that there will be an impact on parking further west and therefore seek that Condition 2.1(o) be amended to include consultation with the property owners of 33, 35 and 37 Tawariki Street as well. It is noted that Kainga Ora are the owners of these properties. You have stated in your request that based on discussions with Kainga Ora they have no concerns with the proposed alteration and will facilitate Watercare's discussions with their tenants. To this end, could you please confirm that the proposed amendment to condition 2.1(o) is acceptable to yourselves and Kainga Ora.*

The assessment of this notice to alter Designation 9468 is limited to the change in effects from the alteration. The loss of on-street parking outside 33, 35 and 37 Tawariki Street was assessed and already provided for as part of the original Notice of Requirement. For ease of reference, a Parking Plan<sup>5</sup> showing the extent of permanent and temporary parking removal associated with the already authorised works is attached as Appendix C.

Therefore, an amendment to Condition 2.2 (o)<sup>6</sup> is not necessary. However, the project will continue to communicate with the owners/occupiers of neighbouring properties throughout construction.

## Closing

We trust that there is now sufficient information available for you to make a recommendation on the notice to alter Designation 9466. Please note, commencement of construction at the Tawariki Street site is scheduled to commence in March 2023. We would therefore appreciate this alteration to designation being considered in a timely manner.

Please do not hesitate to contact me if you require further clarification on any aspects of this letter.

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<sup>4</sup> Grey Lynn Tunnel: Changes to the Tawariki Street Secondary Shaft – Alteration to Designation Notice of Requirement and Assessment of Effects on the Environment Report prepared by Tonkin & Taylor, dated October 2022.












<sup>5</sup> Attachment B1 to Commute Traffic Assessment, dated 18 April 2019, attached to the original further information request issued by Auckland Council dated 21 March 2019.

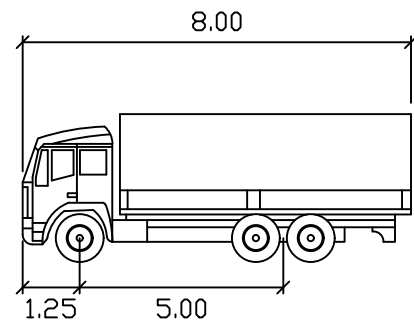
<sup>6</sup> Note, there is no Condition 2.1(o) so have assumed the reviewer from Flow intended to refer to Condition 2.2(o).

Yours Sincerely,  
Shalini Sanjeshni  
**Environmental Advisor – Central Interceptor**  
Watercare Services Limited

## Appendix A: Updated heavy vehicle tracking



- LEGEND:
- WORK AREA: 
- SAFETY ZONES: 
- 900mm CONES: 
- TRAFFIC CONTROLLER: 
- EXTENDABLE CONE BARS: 
- SIGN FRAME/POSITION: 
- PEDESTRIAN ROUTE: 
- CYCLIST ROUTE: 
- NEW NSAAT LINES: 
- SAFETY FENCE: 
- SHEET MATCHLINE: 



8M-TRUCK

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.3



- NOTES
- ALL CONES IN TAPERS AT 2.5m SPACINGS
  - ALL CONES ELSEWHERE AT 5m SPACINGS
  - 1m LATERAL SAFETY ZONE (SHOWN IN YELLOW) SURROUNDING WORK AREAS
  - LANE WIDTHS AT LEAST 3m UNLESS STATED



3 POINT TURN - OPTION 1

3 POINT TURN - OPTION 2



Rev	Description	By	Date
0	INITIAL DRAWING	J.M.	19/12/22

DRAWING ORIGINATOR:

GHELLA ABERGELDIE JV

ORIGINAL SCALE:

N.T.S

DRAWN BY:

Jelina Mendoza (#115346)

STMS (ABC) NP (12/08/2024)

TMP (Practicing)

This drawing, the design and concept remain the property of Ghella Abergeldie JV. Unauthorised reproduction of any part of this document is prohibited. This Traffic Management Drawing (with the associated Traffic Management Plan) must be utilised only at the location(s) it is associated and not without approval from the approving engineer and/or road controlling authority.

PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:

An Auckland Council Organisation

DRAWING TITLE:

CI PROJECT

TAWARIKI ST, PONSONBY

VEHICLE TRACKING

DRAWING TITLE:

TAWARIKI

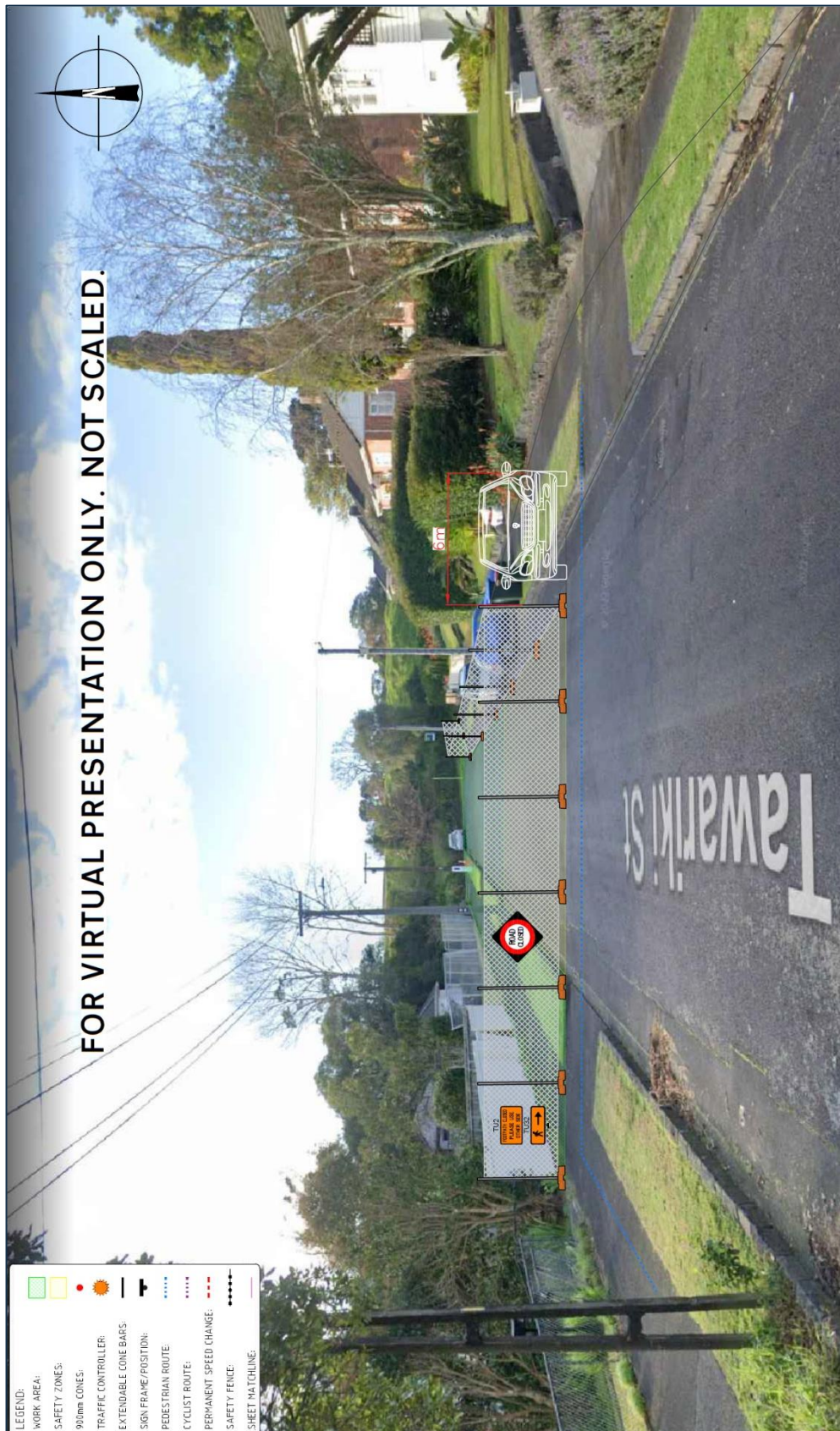
SHEET NO:

Sheet 8 of 8

tawariki\_st\_ponsonby\_tmtd.dwg




## Appendix B: Proposed Residential Property Vehicle access



## **Appendix C: Original parking plan showing the extent of permanent and temporary parking removal**





Revision notes:			Drawn by: JB	Grey Lynn Tunnel	Date: 17 April 2019		Figure:  B1
Rev:	Date:	Notes:			Scale @ A3: 1:500		
			Client:	Drawing Title: Semi Trailer Entry and Exit			



## **Section 92 Response dated 27 September 2023**

**From:** Shalini Sanjeshni <Shalini.Sanjeshni@water.co.nz>  
**Sent:** Wednesday, 27 September 2023 6:44 pm  
**To:** Lee-Ann Lucas <Lee-Ann.Lucas@aucklandcouncil.govt.nz>  
**Subject:** Re: Alteration to designation

Hi Lee-Ann,

Apologies this took a while. Please find our response below:

- the treatment of the boundary between 40 and 42 Tawariki Street – the type and extent of fencing being proposed, giving due consideration to allow the passage of floodwaters/stormwater flows.

The existing fence between 40 & 42 Tawariki Street is a chain link mesh which provides for the passage of floodwater/stormwater flows. In the permanent case, a similar security fence will be installed.

- the displacement of the floodplain over 42 Tawariki Street, particularly how this will be managed to avoid exacerbating any effects on the neighbouring sites downstream

The finished surface will be graded from north and south towards the centre and gently fall from east to west towards the existing low point on the site (flood plain). This will maintain the existing overland flow path on the site and retain capacity of the floodplain. That being said, infrastructure has a functional and operational need to be located in a flood plain. The risks of adverse effects of the permanent structure on other people, property, and the environment is negligible. Drawing 2011960.017\_B final contours

- the full extent of the impervious (concrete) surfaces for the full shaft site (42-48 Tawariki Street) and the on-site detention of the stormwater flows.

The site stormwater will be directed into a new concrete detention tank located on the western side of No. 42 Tawariki Street. The detention tank will be sized to 10 % Annual Exceedance Probability. This will capture stormwater flows from the north (church) and northeast (St Pauls College playground). Upon completion of works, the stormwater detention tank will capture, contain, and convey stormwater across the site and neighbouring properties to either improved or not made worse (2011960.013\_B).

- confirmation that the existing overland flow path and floodplain are being accommodated during the construction phase and by the completed treatment of the shaft site (i.e. that there will be no diversion or displacement of stormwater flows flood plain extents.)

The works within the flood plain will be undertaken as a permitted activity during the construction of the second shaft. This can be confirmed via a memo prior to commencement of second shaft construction.

As part of site establishment works, 38 and 40 Tawariki Street will be removed, providing for more storage capacity with the flood plain. In the permanent case, the finished surface will be graded from north and south towards the center and gently fall from east to west towards the existing low point on the site (flood plain). This will maintain the existing overland flow path on the site and retain same volume of storage in the floodplain.

Ngā mihi,

**Shalini Sanjeshni** | Environmental Lead – Central Interceptor

**Watercare Services Limited**

**Postal address:** Private Bag 92 521, Wellesley Street, Auckland 1141, New Zealand

**Phone:** 021 346 570

**Website:** [www.watercare.co.nz](http://www.watercare.co.nz)

## **Section 92 Response dated 8 December 2023**

8 December 2023

Lee-Ann Lucas

Senior Policy Planner  
Central South – Plans and Places  
Auckland Council  
Auckland House, Level 24  
135 Albert Street, Central Auckland, 1010

Watercare Services Limited

Private Bag 94010  
Auckland 2241

[www.watercare.co.nz](http://www.watercare.co.nz)  
[ciproject@water.co.nz](mailto:ciproject@water.co.nz)  
[www.centralinterceptor.co.nz](http://www.centralinterceptor.co.nz)



Contractor project helpline

24 hours  
0800 425 802

Dear Lee-Ann,

**Request for further information on Notice of Requirement application for relocation of the secondary shaft at 42 Tawariki Street.**

Further to your email dated on 27 October 2023 and 27 November 2023 requesting further information with respect to the Notice of Requirement to alter designation 9468 by Watercare, we provide the following:

**Activities being carried out on 42 Tawariki St**

Watercare would like to clarify that no works relating to the alteration to designation have commenced on 42 Tawariki St. This property is owned by Watercare and is currently being used as a temporary ablution block, which is permitted under Rule E40.4.1 (A20).

The Construction Traffic Management Plan (CTMP) and Construction Management Plan (CMP) have been certified by Council under Designation 9468 and 42 Tawariki St has been mentioned in these plans to show location of site amenities.

**Permeable surface vs impermeable surface**

You have asked for confirmation of the permeable and impermeable surfaces during the construction phase and after the completion of the works, and confirmation of the structures on site.

During the construction phase the site will be temporarily stabilised to minimise erosion and sediment runoff. The extent of the stabilised construction platform may vary across the construction period. While the secondary shaft will cover a reasonable proportion of 42 Tawariki St, it will effectively detain any rain that falls within it, due to being a sub-surface excavation.

The post development impermeable area for the entire site (42-48 Tawariki St) is expected to be approximately 1152 m<sup>2</sup> and permeable area approximately 986 m<sup>2</sup>. Overall, the stormwater from the site will be directed into a new concrete detention tank located near the western side of 42 Tawariki and sized for attenuation of the 10% AEP.

The permanent structures associated with the designated works are authorised by Designation 9468 (which has already been confirmed by Council). This includes the primary and secondary shafts, underground chambers, grit trap, plant room and air vent stack. The

effects of these structures are therefore already authorised and do not form part of this alteration to designation. It is noted that the secondary shaft will be a below-ground structure once complete.

### **Noise at 36 Tawariki St**

Since the alteration to designation was lodged with Auckland Council, Watercare has purchased 38 and 40 Tawariki St and removed buildings on both properties as-of-right as a permitted activity. However, Watercare is not proposing to extend the designation onto 38 and 40 Tawariki St, and any future activities on the site are not in scope of this NoR.

Regardless of whether the existing buildings and vegetation on 38 & 40 are removed, we consider that a further assessment of potential noise effects on 36 Tawariki St is not required and will not assist Auckland Council's consideration of the alteration to designation on the following basis:

1. The original noise assessment prepared in support of the initial NOR (Marshall Day, February 2019) already identified exceedances at 36 Tawariki Street (79 dB LAeq, see Table 4.2). The original noise assessment was prepared on a conservative, 'worst-case' basis assuming sheet piling would be utilised. Whilst a further assessment might identify slightly higher predicted noise levels associated with sheet piling at 36 Tawariki St, noise predictions are modelled and there will always be a degree of uncertainty about modelled numbers. We see no value in providing updated modelled noise levels when they are likely to be in the vicinity of the previously predicted noise levels.
2. Furthermore, predicted noise levels at 35 Tawariki Street provide a useful example. This property is located approximately 28 m away from the nearest sheet piling (See Table 4.1 in the Noise assessment) with no buildings to provide screening. Predicted sheet piling noise levels for 35 Tawariki St are 82 dB LAeq (i.e. at 28 m without screening). By comparison 36 Tawariki St is approximately 31 m away from the nearest sheet piling. It would be reasonable to expect noise levels in this order without screening (versus 79 dB LAeq with screening).
3. As such, with removal of the buildings at 38 & 40 Tawariki St prior to the works commencing, any change in noise level will not materially change the nature of the construction noise effects for the project. It was always anticipated that sheet piling would result in exceedances of the noise limits set in condition 3.2, and consequently the designation conditions provide for an Activity Specific Construction Noise Management Plan (ASCNMP) (Condition 3.5). Consultation with residents around timing and duration of sheet piling (if required) will be an important aspect of noise management, and will be a key consideration in the preparation of ASCNMP. Noise effects have been successfully managed on existing CI sites in close proximity to residential sites through the use of CNVMP and an ASCNMP. These management plans include industry standard practice for sheet piling mitigation and consultation with receivers around timing and duration.

Overall, taking into account that sheet piling (if required) will be intermittent, standard industry practice is proposed to be implemented to manage the effects, and Watercare and its contractor's successful track-record for managing construction vibration across other CI sites, we consider that the noise effects are consistent with those originally assessed and the effects will be appropriately addressed through noise management and mitigation measures required by the conditions of Designation 9468 including the CNVMP and ASCNMP. On this basis we conclude that the effects of this alteration to designation on 36 Tawariki St will be less than minor.

#### **Fencing along boundary of 40/42 Tawariki St**

Fencing within a floodplain is a permitted activity (Rule E36.4.1(A23)), subject to meeting the permitted activity standards in E36.6.1.5.

Watercare can commit to meeting the permitted activity standard (as Watercare would be required to, regardless of this process). If it provides Council with a path forward with the processing of this alteration to designation, Watercare could offer to include Standard E36.6.1.5(1) as a condition on the designation:

*"Fences and walls in the 1 per cent annual exceedance probability (AEP) floodplain must be designed to allow for the passage of flood waters where those flood waters exceed 300mm in depth."*

(Noting that this does not place any additional obligations beyond what would otherwise be required of Watercare to meet its requirements under the AUP, and Watercare maintains its position that it is not necessary to include a condition on the designation of this nature).

In our experience, the level of detail being requested would not typically be provided at the designation stage. We do not consider it necessary or appropriate to provide detailed design of the boundary fence as part of a designation process.

You have also asked that details of the fencing along the boundary of 40/42 Tawariki St are provided to demonstrate the fence will provide noise buffering, and that amendments are made to the designation conditions to refer to the role of fencing along this boundary for noise mitigation.

We consider that the existing conditions on the designation will ensure that noise effects on 36 Tawariki St are appropriately managed. The existing designation conditions require a CNVMP to be prepared, which is the appropriate mechanism for ensuring adequate noise mitigation measures are in place for the works. Condition 3.4 requires that the CNVMP sets out physical noise mitigation measures. The approach to noise mitigation from the works will be determined by the contractor, based on the final construction methodology. There are other potential solutions to providing acoustic screening, beyond installing site hoardings on the boundary. Further, fencing along the boundary of 40/42 Tawariki St will not materially influence the predicted noise levels from sheet piling for 36 Tawariki St. As set out in the Noise Assessment which accompanied this NOR, the noise source associated with sheet piling is elevated, and screening is generally not practicable.

On this basis, we consider that the existing conditions on the designation will appropriately manage noise effects for 36 Tawariki St, and do not consider it necessary to amend the conditions to include specific reference to boundary fencing to address noise effects as you have suggested.

#### **Fencing on boundary of 36/38**

The fencing along the boundary of 36 and 38 Tawariki St is not in scope of this application. Should Watercare propose to do anything with fencing along this boundary in future, they would need to consider the permitted activity standards in the AUP for fences within flood plains. However, as it is not in scope of this alteration to designation, there is no requirement on Watercare to consider the matter further at this time.

#### **Agreement with Auckland Transport for use of the road corridor**

Watercare has received approval from Auckland Transport (AT) for the use of the road corridor in May 2023.

#### **Conclusion**

Many of the matters addressed above are outside of the scope of this NoR and/or are matters which are either already addressed through the existing designation conditions or are permitted activities in the AUP. We consider that Auckland Council has more than adequate information to make a recommendation on this alteration to designation. Accordingly, Watercare requests that a recommendation is made by end of December 2023.

Yours faithfully,  
Shalini Sanjeshni

**Environmental Lead – Central Interceptor**  
Watercare Services Limited



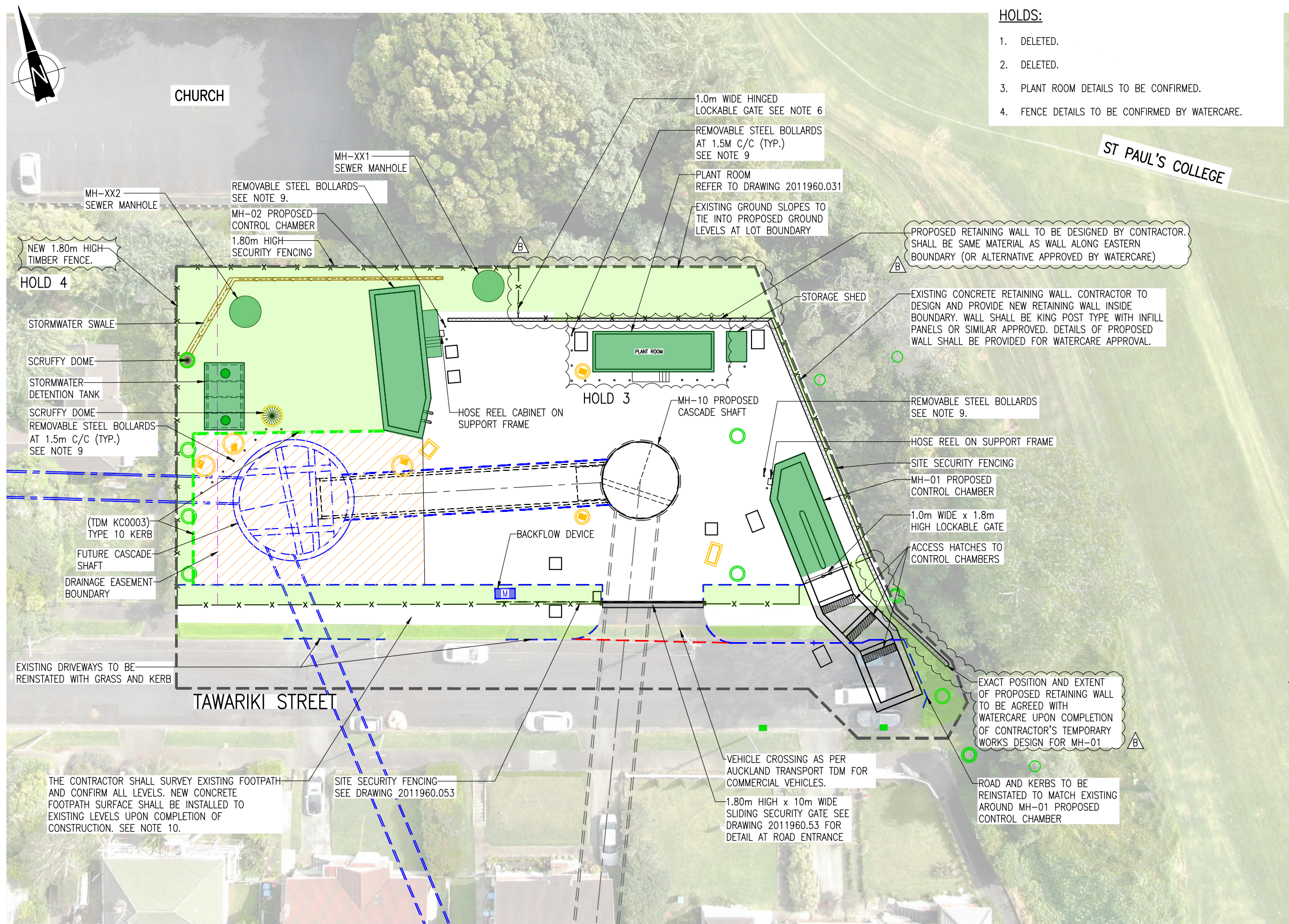


## **Section 92 Response – Plans (received September 2023)**

- Tawariki Street - Central Inceptor (DSCIN), 00 Site General Proposed Site Surface Plan No. 2011960.013\_B
- Tawariki Street - Central Inceptor (DSCIN), 00 Site General Earthworks Plan No. 2011960.017\_B



Plot Date: Sep 14, 2023 - 11:09am C:\Users\Navisaj\AppData\Local\projectwise\jacobs\_anz\le\d0320731\_2011960.013.dwg



PLAN  
SCALE 1:200 (A1)

#### HOLDS:

1. DELETED.
2. DELETED.
3. PLANT ROOM DETAILS TO BE CONFIRMED.
4. FENCE DETAILS TO BE CONFIRMED BY WATERCARE.

#### NOTES:

1. CO-ORDINATES ARE IN NZTM AND LEVELS ARE TO AUCKLAND L&S 1946 DATUM.
2. DELETED.
3. FOR CONCRETE ROAD SURFACE, PERMEABLE PAVING AND JOINT DETAILS REFER TO DRAWING 2011960.036.
4. CONCRETE KERBS TO BE PER AUCKLAND TRANSPORT TDM DETAILS AS NOTED.
5. FOR PROPOSED SURFACE LEVELS REFER TO DRAWINGS 2011960.017, 018 AND 019.
6. HINGED GATE PROVIDED FOR LANDSCAPE MAINTENANCE TO REAR OF BUILDING.
7. FOR GRASSED SURFACE REFER TO DRAWING 2011960.055, 2011960.056 AND LANDSCAPE SPECIFICATION.
8. CONCRETE SLAB WITHIN THE SITE BOUNDARY FENCE TO HAVE AN EXPOSED AGGREGATE SURFACE FINISH.
9. REMOVABLE GALVANISED BOLLARDS TO BE 1000 HIGH WITH 76mm DIAMETER POST, GROUND SOCKET AND CONCRETE SURROUND. PROVIDE WITH PADLOCK FACILITY INSTALLED IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS.
10. FOOTPATH TO BE REINSTATED IN ACCORDANCE WITH AUCKLAND TRANSPORT CODE OF PRACTICE FOR WORKING IN ROADS PART 8.

#### LEGEND

- DESIGNATION BOUNDARY
- ABOVE GROUND STRUCTURES
- BELOW GROUND STRUCTURES
- EXISTING KERB LINE
- SLIDING SECURITY GATE
- GRASS REINSTATEMENT / LANDSCAPING
- PERMEABLE PAVING SURFACE
- CONCRETE PAVEMENT (SEE NOTE 8)
- PROPOSED FENCE
- CONTRACTOR DESIGNED RETAINING WALL
- CONCRETE KERB (TYPE 10, TDM KC0003)
- CONCRETE KERB (TYPE 1, TDM KC0001)
- FLUSH KERB/CHANNEL
- APPROX LOCATION DRAWPIT / MH ACCESS COVER
- STORMWATER SWALE
- WATER METER

SCALE 1:200 (A1) 0 4 8 12 16 20m

CONSTRUCTION ISSUE

JACOBS AECOM

B	05.09.23	IFC - RETAINING WALL & FENCE REVISED AS INDICATED	JFN	JEH	DESIGNED	CF	10.19
A	05.07.23	IFC - REDESIGNED SITE LAYOUT	SS	DJK	DES. CHECKED	EB	12.19
-	12.11.20	CONSTRUCTION ISSUE	WIS	EB	DRAWN	MSM	10.19
3	28.02.20	CLIENT APPROVAL ISSUE - 100% DETAILED DESIGN	SS	EB	DWG. CHECKED	PMF	12.19
2	17.12.19	CLIENT REVIEW ISSUE - 70% DETAILED DESIGN	SS	EB	PROJECT LEADER	EB	11.20
1	12.11.19	CLIENT REVIEW ISSUE	MSM	EB	INFRASTR APP'D	SG	11.20
ISSUE	DATE	AMENDMENT	BY	APPD.	BY	DATE	

OPERATIONS	INFRASTRUCTURE
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TAWARIKI ST - CENTRAL INTERCEPTOR (DSCIN)  
00 SITE GENERAL  
PROPOSED SITE SURFACE PLAN

CAD FILE 2011960.013	DATE 05.09.23
ORIGINAL SCALE A1 1:200	CONTRACT No. 6661
REF. No. CI-CIVIL	ISSUE
DWG. No. 2011960.013	B





PLAN  
SCALE 1:200 (A1)

NOTES:

1. CO-ORDINATES ARE IN NZTM AND LEVELS ARE TO AUCKLAND L&S 1946 DATUM.
2. THIS DRAWING SHOWS PROPOSED LEVELS WITHIN THE BOUNDARIES OF 44-48 TAWARIKI STREET AND EXISTING LEVELS OUTSIDE THE SITE.
3. FOR SECTIONS REFER TO DRAWING 2011960.018 AND 2011960.019.
4. 100 YEAR FLOOD LEVEL 11.25mRL PROVIDED BY AUCKLAND COUNCIL (2022).
5. CONTRACTOR TO UNDERTAKE SLOPE STABILITY ANALYSIS AS PART OF RETAINING WALL DESIGN.

LEGEND

- DESIGNATION BOUNDARY
- ABOVE GROUND STRUCTURES
- BELOW GROUND STRUCTURES
- EXISTING CONTOUR
- MAJOR CONTOUR (1.0m)
- MINOR CONTOUR (0.1m)
- 100 YEAR (1% AEP) FLOOD LEVEL. REFER NOTE 4.
- PROPOSED PUBLIC STORM WATER PIPEWORK
- STORMWATER SWALE
- PRIVATE STORM WATER PIPEWORK
- PROPOSED WASHDOWN
- PROPOSED KERB
- FLUSH KERB/CHANNEL
- PROPOSED GROUND BOUNDARY
- EXISTING SUB SOIL DRAIN
- PROPOSED SUB SOIL DRAIN
- TOC TOP OF CONCRETE
- FFL FINISHED FLOOR LEVEL
- CONTRACTOR DESIGNED RETAINING WALL

HOLDS:

1. DETAILS OF PLANT ROOM AND DUCTS FROM PLANT ROOM TO BE CONFIRMED.

CONSTRUCTION ISSUE

JACOBS AECOM JACOBS

Plot Date: Sep 14, 2023 - 10:40am C:\Users\Naveisaj\AppData\Local\Temp\proj\wise\jacobs\_anz\_ie\d0320731\_2011960.017.dwg

ISSUE	DATE	AMENDMENT	BY	APPD.	BY	APPD.	DATE
B	05.09.23	IFC - RETAINING WALL & FENCE REVISED AS INDICATED	JFN	JEH	DESIGNED	CF	10.19
A	30.06.23	IFC - REDESIGNED SITE LAYOUT	SS	DJK	DES. CHECKED	EB	12.19
-	12.11.20	CONSTRUCTION ISSUE	WIS	EB	DRAWN	SS	12.19
2	28.02.20	CLIENT APPROVAL ISSUE - 100% DETAILED DESIGN	SS	EB	DWG. CHECKED	PMF	12.19
1	17.12.19	CLIENT REVIEW ISSUE - 70% DETAILED DESIGN	SS	EB	PROJECT LEADER	EB	11.20
			SS	EB	INFRASTR APP'D	SG	11.20

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TAWARIKI ST - CENTRAL INTERCEPTOR (DSCIN)  
00 SITE GENERAL  
EARTHWORKS PLAN

CAD FILE 2011960.017	DATE 05.09.23
ORIGINAL SCALE A1 1:200	CONTRACT No. 6661
REF. No. CI-CIVIL	ISSUE
DWG. No. 2011960.017	B



## **Affected Party Written Approval**

24 April 2023

Watercare Services Limited  
c/o Shalini Sanjeshni  
Private Bag 92 521  
Wellesley Street,  
Auckland 1141

Via email: [Shalini.Sanjeshni@water.co.nz](mailto:Shalini.Sanjeshni@water.co.nz)

Dear Shalini,

**Landowner Consent - Alteration of designation 9468 (Grey Lynn Tunnel) to include road corridor in front of 42 Tawariki Street, Grey Lynn**

In regard to your application in February 2023 for consent from Auckland Transport to alter Watercare's designation 9468 (Grey Lynn Tunnel) to include the road corridor in front of 42 Tawariki Street, Grey Lynn to enable works for the Grey Lynn Tunnel, Auckland Transport provides its written consent to the proposal outlined in the below documentation:

- Plans prepared by Watercare titled "Tawariki Street Central Interceptor, Redesigned Site Layout – Concept Layout", dated 21.06.22

This consent is subject to the following conditions:

1. This landowner consent is issued for the purpose of the temporary construction designation affecting the carriageway and road frontage at 42 Tawariki Street, Grey Lynn. The works shall be undertaken in accordance with the following information:
  - a) *Plans prepared by Watercare titled "Tawariki Street Central Interceptor, Redesigned Site Layout – Concept Layout", dated 21.06.22*
2. As soon as practicable following completion of the works the temporary construction designation is to be removed (under s182 of the RMA and in accordance Designation 9468 condition 1.2).

Advice notes.

- i. Works in the road corridor are not approved as part of this landowner consent and require separate approvals from Auckland Transport. A Traffic Management Plan is required to support the CAR application. The applicant should contact Auckland Transport as soon as possible to ensure all necessary approvals are obtained before the commencement of the construction. These approvals include but not limited to Corridor Access Request, and Engineering Plan approvals.
- ii. Any other consents and approvals (including resource consents, building consents, engineering plan approval and corridor access request) are the responsibility of the applicant and are not covered by this landowner approval.

Regards



Jane Small  
**Group Manager PMO, Strategic Programmes and Property  
Integrated Networks Division**