

From: [Official Information](#)
To: S 7(2)(a)
Cc: [Official Information](#)
Subject: Final response - LGOIMA 349296 - S 7(2)(a) - info about meetings with ACC / 179 Collingwood St
Date: Wednesday, 27 September 2023 3:47:12 pm
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.gif](#)
[image005.gif](#)
[image006.gif](#)
[ACC Accessible Parking.pdf](#)
[D-3340418 Decision Letter - Project Hauata- 010.2020.10881.001 - 179 Collingwood Street - 2020-06-17.pdf](#)
[D-3947960 s127 - Change of Conditions Decision Letter - 010.2020.10881.005 - TGH Fixed Income Ltd \(2021.10.26\).pdf](#)
[D-3336310 FINAL APPROVED PLANS - 010.2020.10881.001 - Project Hauata - 179 Collingwood Street\(2020.06.16\).pdf](#)

Kia ora,

We refer to your information request below. Hamilton City Council provides the following response.

Your request:

I would like to request the information available regarding the meetings that were held with ACC staff and what information was given and gathered. If this information was gathered, then I would like to know the reason for this.

Our response:

There have been regular meetings with ACC and Waikato Tainui over the past 18 months prior to the move to the new location on Collingwood and Tristram Street regarding workplace travel planning.

Hamilton City Council and Waikato Regional Council staff met with ACC staff based across two sites in preparation for the move to the new building. At these meetings alternative options for travelling to work were discussed – this included information on buses, park and ride, carpooling, and active travel. The only information that was gathered at both meetings were requests for bike lights and other road safety accessories that we didn't have on the day. These items were sent/mailed to ACC staff following the meetings.

These meetings were held:

15/3/2023 11.30am – 1.30pm – (Te Rapa site)

16/3/2023 11.30am – 1.30pm – (Victoria St site)

In the open discussions with ACC staff, particularly at the Te Rapa site, Hamilton City Council staff highlighted that people would need to reconsider their travel options to and from work, as parking provisions in the city are limited.

Your request:

I am also requesting the information showing what consideration was given to parking when any consents were issued for the building. I would like to know what your

expectation of ACC providing parking for staff is based on.

Our response:

At the time the consent was received for Project Hauata, the District Plan did not require parking spaces to be provided within the Central City Zone (Appendix 15, Table 15-1b). which can be found <https://hamilton.isoplan.co.nz/eplan/rules/0/4/0/0/0/74> here. The District Plan does however require that where accessible spaces are required, that two spaces be provided where 21-50 spaces are provided (Appendix 15, Table 15-1d).

<https://hamilton.isoplan.co.nz/eplan/rules/0/4/0/0/0/74> The fleet parking spaces are not included in this calculation as these spaces specifically seek to provide a space for the storage of fleet vehicles and are not available for general use (eg, staff and visitor parking). There are a total of 38 parking spaces, two of which are accessible.

There is a condition (No. 33) on the consent that requires six drop-off spaces to be provided please see a copy of the building consent approved plans attached. *“Condition 33. Six drop off spaces shall be provided on-site and made available for use by staff. These spaces shall be marked out and signposted appropriately.”*

Any changes to parking in the final layout would need to be in general accordance with the resource consent issued, retaining six drop-off spaces and any existing loading spaces in some format.

Please see the attached documents that are part of the resource consent and building consent for the property / parking spaces.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Ngaa mihi

Keeley Faulkner

Official Information Coordinator

Governance & Assurance Team | Business Services

Email: officialinformation@hcc.govt.nz



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I support flexibility at work. While it suits me to send this email now, I don't expect a response outside of your own working hours.

From: S 7(2)(a) >
Sent: Tuesday, 12 September 2023 10:49 am
To: Rebecca Dunsdon <Rebecca.Dunsdon@hcc.govt.nz>
Subject: RE: 343343 - Response to Request for New/Change Parking Restrictions

Hi Rebecca

I do not accept that the Council didnt have any requests for mobility parking in the area. Staff from the Hamilton City Council attended meetings at the ACC Victoria street building to discuss transport before the move. I work with people who have told Hamilton City Council staff that they were concerned about the lack of parking and transport options for people with disabilities and there were questions regarding mobility parking.

Under the official information act, I would like to request the information available regarding the meetings that were held with ACC staff and what information was given and gathered. If this information wasnt gathered then I would like to know the reason for this. I am also requesting the information showing what consideration was given to parking when any consents were issued for the building. I would like to know what your expectation of ACC providing parking for staff is based on.

Regards

S 7(2)(a)

S 7(2)(a).

----- Original Message -----

On Tuesday, September 5th, 2023 at 1:43 PM, Rebecca Dunsdon
<Rebecca.Dunsdon@hcc.govt.nz> wrote:

Kia ora S 7(2)(a),

Thank you for your email. I spoke to a few team members, and they have advised that provision of mobility parking is based on demand and, when the intersection was upgraded, there hadn't been requests for mobility parking in the area at that point. Council also expected that ACC would provide any parking that was required for their own employees.

Regarding your parking infringement, the Parking Team informed me that this has been resolved, however if you wish to escalate this further, you can contact them on parkingadmin@hcc.govt.nz.

Council is working on providing more mobility parking throughout the city and works closely with organisations like CCS Disability Action Waikato to identify areas that will have a high demand for mobility parking.

Thanks again for contacting Hamilton City Council with your request. Have a lovely day.

Ngā mihi

Rebecca Dunsdon (she/her)
City Transportation Technical Support Officer

Email: Rebecca.Dunsdon@hcc.govt.nz

S 7(2)(a)

Office hours: Mon, Tue, Thu, Fri



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From: **S 7(2)(a)**

Sent: Wednesday, 30 August 2023 3:09 pm

To: Rebecca Dunsdon <Rebecca.Dunsdon@hcc.govt.nz>; Paula Southgate <Paula.Southgate@council.hcc.govt.nz>; Angela O'Leary <Angela.OLeary@council.hcc.govt.nz>; Melaina Huaki <Melaina.Huaki@council.hcc.govt.nz>; Moko Tauariki <Moko.Tauariki@council.hcc.govt.nz>; Andrew Bydder <Andrew.Bydder@council.hcc.govt.nz>; Anna Casey-Cox <Anna.Casey-Cox@council.hcc.govt.nz>; Mark Donovan <Mark.Donovan@hcc.govt.nz>; Kesh Naidoo-Rauf <Kesh.Naidoo-Rauf@council.hcc.govt.nz>; Maxine van Oosten <Maxine.vanOosten@council.hcc.govt.nz>; Louise Hutt <louise.hutt@council.hcc.govt.nz>; Emma Pike <Emma.Pike@council.hcc.govt.nz>; Geoff Taylor <geoff.taylor@council.hcc.govt.nz>; Sarah Thomson <Sarah.Thomson@council.hcc.govt.nz>; Ewan Wilson <Ewan.Wilson@council.hcc.govt.nz>

Subject: Re: 343343 - Response to Request for New/Change Parking Restrictions

Hi Rebecca

Thank you for your reply and its great to see a mobility parking space will be going in. I would like to know why this wasnt done when the other significant work was done at the intersection close by? Mobility parking should have been completed at the same time as the raised crossings. I am still trying to determine if Hamilton city council is actively discriminating against disabled people by making it increasingly difficult to access the central city or if this is just due to incompetence.

I have had a letter from someone at Hamilton City coucil advising that I still have to pay my parking ticket for being parked 30 minutes over my time even with the concerns that I had raised. My employer has advised that they arent responsible for parking and that access to the building is my problem. I have been told that the focus by the council is on having people using busses and not cars and was told its only a 10 minute walk from the bus depot to the building. If only I could walk and wasnt stuck in a wheelchair.

I look forward to your response on why the council isn't doing more to accommodate disabled people.

Regards

S 7(2)(a)

----- Original Message -----

On Tuesday, August 15th, 2023 at 2:49 PM, Rebecca Dunsdon

<Rebecca.Dunsdon@hcc.govt.nz> wrote:

Kia ora, S 7(2)(a).

I just wanted to provide you with an update to your request for more mobility parking near 179 Collingwood Street.

The team have investigated this location and have advised that a new mobility parking space was just approved at the last traffic panel meeting. It will be located outside 183 Collingwood Street and is expected to be completed in the next few weeks. It will be a time limited park of 3 hours.

The team did look at the rest of Collingwood Street to find out if there were other locations that could be converted to mobility parking but found that the section of Collingwood Street between Ruakiwi Road and Tristram Street was too steep to be suitable for other mobility carparks.

As your employer, ***** does have an obligation to make sure your needs are accommodated, so we recommend also still talking to them about providing this in case the new mobility parking provided by the council can't meet the demand.

Thanks again for contacting Hamilton City Council with your request. Have a lovely day.

Ngā mihi

Rebecca Dunsdon (she/her)

City Transportation Technical Support Officer

Email: Rebecca.Dunsdon@hcc.govt.nz

S 7(2)(a)

Office hours: Mon, Tue, Thu, Fri



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From: Rebecca Dunsdon

Sent: Tuesday, 15 August 2023 12:51 pm

To: S 7(2)(a)

Subject: 343343 - Acknowledgement of Request for New/Change
Parking Restrictions

Kia ora, S 7(2)(a)

Thank you for contacting Hamilton City Council regarding your request for more mobility parking near 179 Collingwood Street.

Our team are currently investigating your request and we will be back to you with a response within 10 working days. Should you require any further assistance, please do not hesitate to contact me referencing your job number 343343.

Ngā mihi

Rebecca Dunsdon (she/her)

City Transportation Technical Support Officer

Email: Rebecca.Dunsdon@hcc.govt.nz

S 7(2)(a)

Office hours: Mon, Tue, Thu, Fri



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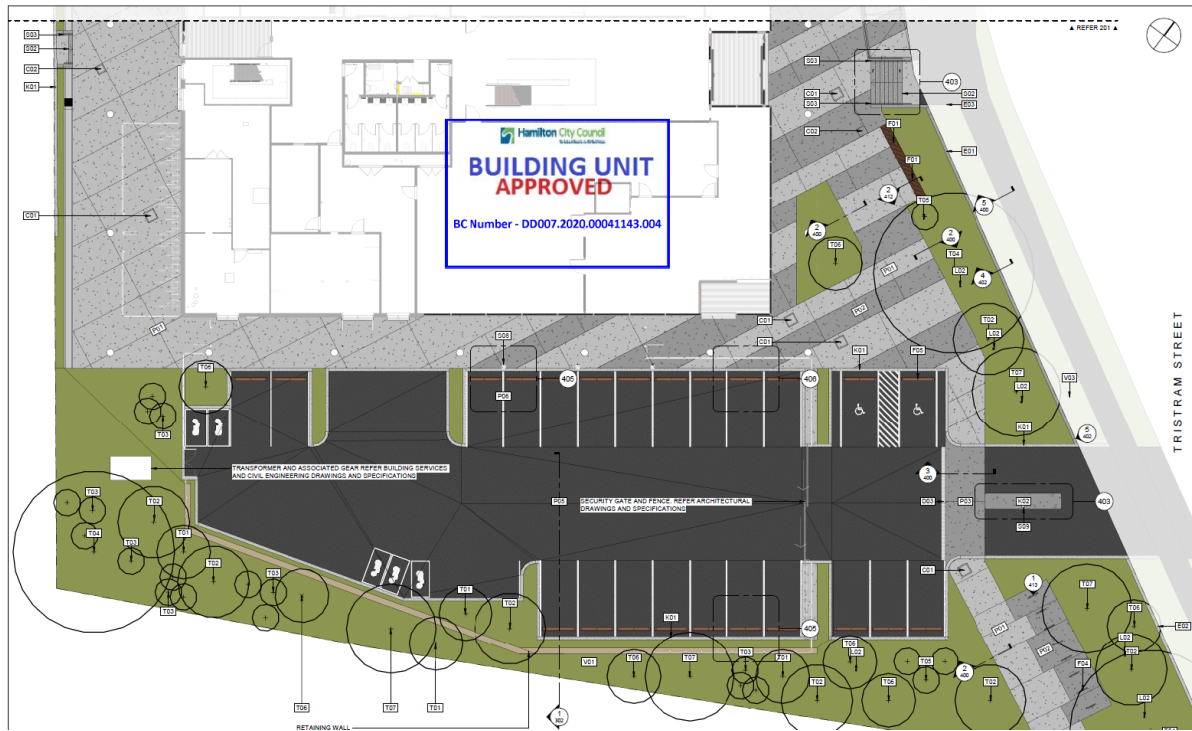
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Table 1 – Number of car parks

Total number of car parks	Number of accessible car park spaces
1 – 20	Not less than 1
21 – 50	Not less than 2
For every additional 50 car parks or part of a car park	Not less than 1



17 June 2020

TGH Fixed Income Limited

C/- Beca Limited
PO Box 448
Waikato Mail Centre
Hamilton 3240

Attn: **S 7(2)(a)**

Decision on application for resource consent under the Resource Management Act 1991

Application number(s): 010.2020.10881.001
Applicant: TGH Fixed Income Limited
Address: 179 Collingwood Street, Hamilton
Legal Description: Pt Sec 1 SO 59087 and Section 1 Survey Office 58919
Proposed activity(s): Erect a four storey office building containing a ground floor commercial tenancy, and to establish a parking lot

Dear Sir/Madam

I wish to advise you of Council's decision to **grant** your application for resource consent under the Resource Management Act 1991 (RMA). Please see below for the details of the decision and conditions of consent.

The following information provides you with some guidance on your rights and what to do next. It is recommended that you seek independent advice if you are in any doubt as to the processes to be followed.

Objections

If you disagree with any part of this decision or any conditions of this consent, you may lodge an objection in writing to Council within **15 working days** of the receipt of this letter. Your objection must be in accordance with section 357 of the RMA and must include the reasons for your objection.

Compliance with conditions

Your resource consent permits the land use to be established at the site long as the activity complies with the stated conditions on an ongoing basis. It is important that you fully understand and comply with all the conditions of your consent.

Please notify Council's monitoring team prior to the commencement of activities associated with this consent. The role of Council's monitoring team is to monitor compliance with the conditions of consent and may involve site visits.

Council's monitoring team can be contacted on planning.guidance@hcc.govt.nz. Please reference the consent number and address of the property when emailing or calling.

Lapsing of Consent/s

This resource consent lapses 5 years after the commencement of the consent, unless the consent is given effect to by the end of that period.

The commencement date of a resource consent is determined by section 116 of the Resource Management Act 1991.

DECISION ON APPLICATION

That pursuant to the provisions of Sections 104, 104B and 104D of the Resource Management Act 1991 and the Hamilton City Operative District Plan and the Resource Management (National Environmental Standard for Assessing and Managing Contaminates in Soil to Protect Human Health) Regulations 2011 Council grants resource consent to the application by TGH Fixed Income Limited (being resource consent 010.2020.10881.001), to erect a new building for offices and a cafe, and to establish a parking lot at 179 Collingwood Street and 91 Tristram Street being Pt Sec 1 SO 59087 and Section 1 Survey Office 58919 subject to the following conditions:

General Conditions

1. *That the development be in general accordance with the plans and the information submitted with the application on 16 March 2020, except where superseded by updated information received on 04 May and 21 May 2020. (Approved plans attached). The following information and plans are relevant:*
 - *Site Development Plans: Project Hauata Resource Consent Application, Warren Mahoney Architects, 12 March 2020*
 - *Landscape Design Report: Project Hauata, TGH/ACC Development, Landscape Concept Design for Resource Consent, Boffa Miskell, Dated: 30 April 2020.*
 - *Centres Assessment Report Titled: Office Development Centre Assessment Report, 179 Collingwood Street, Hamilton Lake, Market Economics, Ref: TGH003.19, Dated: 27 February 2020.*
 - *Integrated Transport Assessment Titled: 179 Collingwood Street Integrated Transport Assessment, BECA, 11 March 2020, Reference 5641560 and addendums provided 01 May 2020 and 21 May 2020.*
 - *Water Impact Assessment Titled: Project Hauata – TGH and ACC Collingwood Development – Water Impact Assessment Report, BECA, Ref: 183983, Dated 24 April 2020, Revision B.*
 - *Detailed Site Investigation: Detailed Site Investigation (Contamination) – Project Hauata – TGH and ACC Collingwood Development, BECA, Dated: 10 March 2020.*
 - *Soil Contamination Management Plan Titled: Contained Soils Management Plan – Project Hauata – TGH and ACC Collingwood Development, BECA, Dated 10 March 2020.*
 - *Civil Engineering Report: Project Hauata – TGH and ACC Collingwood Development Preliminary Design, BECA, Dated 13 March 2020, Project No. 5641519.*
2. *The proposed materiality of the buildings shall be in general accordance with the submitted plans titled: Project Hauata Resource Consent Application, Warren Mahoney Architects, 12 March 2020, with any significant change to proposed materiality agreed to in writing by the Planning Guidance Unit Manager (or nominee).*
3. *That a plan demonstrating a 10m² service area for Tenancy 2 as per the Warren Mahoney Architect Plans (Ref: L00 GA Floor Plan) shall be provided to Planning Guidance Unit Manager (or nominee) and be established thereafter. In the event that there is more than one tenancy, a service area no less than 10m² is able to be shared between the two tenancies.*
4. *The proposed pedestrian plaza on-site shall be available for public use between 0830 to 1730, 7 days a week, and such other times when the ground floor tenancy(ices) is operating.*

5. *Tenancy 2 as per the Warren Mahoney Architect Plans (Ref: L00 GA Floor Plan) may contain any permitted activity, as identified in Rule 7.3 of the Operative District Plan for Precinct 2 – City Living Precinct in addition to the consented café use. This includes (but is not limited to) the following:*
- *Retail;*
 - *Healthcare at ground where the Gross Floor Area (GFA) is less than 250m²;*
 - *Tertiary education and specialized training facilities at ground floor where the GFA is less than or equal to 250m²;*
 - *Community Centres at ground floor where the GFA is less than or equal to 250m²;*

Landscaping Conditions

6. *The soft and hard landscaping of the site shall be in general accordance with the detail shown on the Landscape Design Report (Ref: Project Hauata, TGH/ACC Development, Landscape Concept Design for Resource Consent, Boffa Miskell, Dated: 30 April 2020).*
7. *The landscaping as per Condition 6 shall be implemented and thereafter be permanently maintained on an ongoing basis. Planting shall occur during the first planting season after the construction works have been completed.*

Construction Management Conditions

8. *All construction work on the site (including demolition, excavation and foundation works) shall be designed and conducted to ensure that construction noise from the site received at a point approximately 1-m from the wall of a building at any other site that is most exposed to the noise does not exceed the noise limits in the following table. In the event that any sound level measurements are recorded they shall be measured and assessed in accordance with the provisions of NZS 6803:1999 Acoustics – Construction Noise.*

<i>Time period</i>	<i>Commercial Use</i>	<i>Residential Use</i>	
	<i>dB LAeq</i>	<i>dB LAeq</i>	<i>LAFmax</i>
<i>07:30am to 06:00pm</i>	<i>70</i>	<i>70</i>	<i>85</i>
<i>06:00pm to 08:00pm</i>	<i>n/a</i>	<i>60</i>	<i>80</i>
<i>08:00pm to 07:30am</i>	<i>n/a</i>	<i>45</i>	<i>75</i>
<i>06:00pm to 07:30am</i>	<i>75</i>	<i>n/a</i>	<i>n/a</i>

9. *Construction vibration received by any building on any other site shall comply with the criteria in the following table. In the event of a complaint in relation to construction vibration from the consented activity, the consent holder shall arrange for construction vibration received by any building on any other site to be measured and assessed as soon as is practicable by a suitably qualified and experienced person in accordance with the German standard DIN 4150-3:1999 Structural vibration – Part 3: Effects of vibration on structures:-*

Type of Structure	Peak Particle Velocity (mm/s) at the foundation at a frequency of:-			PPV (mm/s) at horizontal plane of highest floor
	1 – 10 Hz	1 – 50 Hz	50 – 100 Hz	
Commercial/Industrial	20	20 - 40	40 - 50	40
Residential/School	5	5 - 15	15 - 20	15
Historic or sensitive structures	3	3 - 8	8 - 10	8

10. At least twenty (20) working days prior to the Commencement of Construction (including demolition and excavation), the Consent Holder shall prepare a Construction Noise and Vibration Management Plan (CNVMP), prepared by a suitably qualified and experienced person in construction noise and vibration, shall be provided for certification by Council's Planning Guidance Manager. The objective of the CNVMP is to ensure that the noise and vibration levels anticipated from construction activities will be within the provisions set out in the Operative District Plan. The CNVMP shall confirm and include the following:-
- The applicable construction noise and vibration limits (from the conditions 8 & 9 above);
 - Identification of likely affected persons (off-site);
 - General methods to mitigate and manage construction noise and vibration in order to comply with the applicable noise limits;
 - Identification of any special construction activities (including any pile driving and concrete pours) that may require specific mitigation measures in order to comply with the applicable noise and vibration limits;
 - Identification of any specific construction activity that is likely to exceed the stated noise and vibration limits;
 - Contact details of the person in charge of construction works;
 - A complaints handling procedure.
11. All construction works shall be carried out in accordance with the certified Construction Noise and Vibration Management Plan.
12. At least twenty (20) working days prior to the Commencement of Construction, the Consent Holder shall prepare a Construction Traffic Management Plan (CTMP) relative to the stage of construction being undertaken and submit it to the Council (Planning Guidance Unit Manager (or nominee)). The objective of the CTMP is to ensure that the safety and efficiency of the transport corridor will be maintained during construction of the building. The CTMP shall demonstrate the following:
- i. Ensure that all construction traffic activities remain within the limits and standards approved under the consent and set out the management procedures and methods to be implemented in order to avoid, remedy or mitigate potential adverse effects arising from construction traffic activities;
 - ii. Provide for the safety of everyone at all times;
 - iii. Implement measures to raise the awareness of pedestrians and cyclists to any construction traffic activity on or adjacent to public thoroughfares;
 - iv. Specific measures to provide for the safe movement of construction vehicles at site access points;
 - v. Specify measures to reduce vehicle traffic and parking demand associated with construction staff;
 - vi. Specify measures to avoid construction traffic during peak periods
 - vii. Provide a mechanism for addressing queries and responding to complaints; and

- viii. *Provide for the safe movement of vehicles and pedestrians to and from surrounding properties on Tristram and Collingwood Streets.*
13. *The CTMP shall include (but not be limited to) the following matters:*
- i. *Details of the works, intended construction timetable (including staging) and hours of operation;*
 - ii. *The traffic management measures that will be required to be implemented, including the need for temporary road closures and/or other restrictions on the affected road network;*
 - iii. *A mechanism and nominated stakeholder manager responsible for receiving, addressing and monitoring queries and responding to complaints in relation to the construction works;*
 - iv. *Details of the construction traffic, including the number of heavy vehicles expected during each phase of construction.*
 - v. *Details of access points for construction vehicles and measures to be adopted at the access point to ensure a safe traffic environment for other road users, especially pedestrians and cyclists.*
 - vi. *Specific construction site traffic management measures (such as ensuring sufficient space is maintained within the site to prevent vehicles queuing on the street (or other publicly accessible spaces) and avoiding deliveries and heavy vehicles during peak traffic periods) to ensure that construction traffic does not affect the efficiency and safety of other vehicles, pedestrians, cyclists and other users within the vicinity of the works;*
 - vii. *Methods to manage pedestrian access and safety on Tristram and Collingwood Streets;*
 - viii. *Methods to provide for the safe movement of vehicles and pedestrians to and from all surrounding properties on Tristram and Collingwood Streets;*
 - ix. *Liaison with Council to manage temporary changes to on-street parking;*
 - x. *Measures to manage vehicle traffic and reduce parking demands associated with construction staff. Contractor parking is to be on-site only and shall not take place on Tristram or Collingwood Streets;*
 - xi. *Confirmation of the typical number and type of heavy vehicle movements throughout the day and their typical route to ensure a safe environment for all road users, including existing residents, cyclists and pedestrians to ensure that the surrounding road network will continue to operate in an efficient manner;*
 - xii. *Methods to control dust, debris on roads and silt laden runoff during construction, such as the erection of silt fence, stabilised entranceways, cut off drains and the connection of downpipes to the stormwater system as necessary.*
 - xiii. *A communication strategy to raise awareness to the public of the constraints and options of alternative routes during construction.*

Earthworks Conditions

14. *Earthworks shall not obstruct or divert any stormwater overland flow path or result in changed stormwater drainage patterns on adjacent land in different ownership.*
15. *All earthworks activities on site shall be managed to avoid material deposits on public roads.*
16. *The construction activities shall be conducted in such a manner so as to not create a dust nuisance. A dust nuisance will occur if:*
- *There is visible evidence of suspended solids in the air beyond the site boundary; and/or*
 - *There is visible evidence of suspended solids traceable from a dust source settling on the ground, building or structure of a neighbouring site or water.*
17. *All areas of bare earth shall be re-vegetated or permanently surfaced to protect against soil erosion as soon as practicably possible and within three calendar months following the completion of earthworks. If this cannot be achieved the area shall be temporarily covered by a surface suitable to protect against soil erosion.*

18. *At least twenty (20) working days prior to the Commencement of Construction, the Consent Holder shall provide a Construction Management Plan (CMP) for certification by the General Manager, Development (or nominee). The objective of the CMP is to outline the approach to be taken for the managing construction works to ensure that impacts that may arise from the works have been appropriately identified, managed and minimised.*
19. *The consent holder shall carry out operations in general accordance with the provisions of the approved Construction Management Plan, and any subsequent changes. The Construction Management Plan (CMP) shall include but not limited to:*
 - a) *Details of the works and intended construction timetable (including staging)*
 - b) *Methods to control dust, debris on roads and silt laden runoff during construction*
 - c) *Detail of existing network utilities*
 - d) *Contact details for the contractor, including a process for complaints and remedying concerns*
 - e) *Adjacent land owner liaison during the construction stage*
 - f) *Quality assurance/quality control*

Any changes to the Construction Management Plan shall be made in accordance with the methodology and approved procedures in that plan shall be confirmed in writing by the Consent Holder following consultation with the Strategic Development Unit Manager before implementation.

Soil Contamination Conditions

20. *Prior to the commencement of any soil disturbance works occurring, section 4.1.3 of the Contaminated Soils Management Plan – Project Hauata – TGH and ACC Collingwood Development completed by Beca on March 10th 2020 (CSMP) shall be updated to reflect stormwater and sediment control procedures in the Waikato Region. A finalised copy of the CSMP should then be provided to Council's Planning Guidance Manager for acceptance.*
21. *All soil disturbance on the site shall be carried out in strict accordance with the management controls documented in the CSMP detailed in condition 20 above.*
22. *Works Completion reporting shall be provided to Council's Planning Guidance Manager **within two months of soil disturbance works being completed** to confirm that the methods outlined in the CSMP were enforced for the period of the soil disturbance works, and that the measures were successful in ensuring the potential risks were adequately managed.*
23. *In the event that any previously unidentified contamination (including but not limited to asbestos) is discovered in any exposed or excavated soil, works shall cease immediately. The consent authority shall be notified of the discovery. A suitably qualified and experienced person in contaminated land shall assess the risk and determine what actions are appropriate for reducing the potential risk to site workers, future site users and the environment given the extent of the discovery.*
24. *Any soil exceeding the applicable background concentrations that is to be removed shall be done under controlled conditions to a licensed waste facility or landfill for disposal in accordance with the requirements of the disposal site and the relevant authority*
25. *That pursuant to section 36 Resource Management Act 1991, the following fees and charges be paid:*
 - (a) *Payment of additional Environmental Health fees for assessing consented reporting will be charged on a time-cost recovery basis in accordance with Hamilton City Council's Schedule of Fees and Charges, with adjustments coming into effect at the beginning of each financial year. The fees will be levied at the completion of the consent review process and will be payable to the Environmental Health Unit upon notification that compliance has been achieved.*

General Engineering Conditions

26. At least twenty (20) working days prior to the Commencement of Construction, the consent holder shall submit engineering plans detailing existing and proposed transportation infrastructure and three waters (water, wastewater and stormwater) infrastructure. The plans shall be submitted to the Planning Guidance Unit for review by Strategic Development Unit prior to building consent application and construction work commencing on site. This plan shall be amended by the Consent Holder as required until stamped 'Accepted' by Strategic Development Unit. The proposed engineering plans shall include details that demonstrate the following:
- The proposed vehicle crossing and upgrade of existing vehicle crossing onto Tristram Street;
 - Vehicle swept paths that confirm dual ingress/egress at the vehicle crossings and that allow for an 8m truck to exit the site in a forward direction;
 - Parking and manoeuvring areas and associated signage;
 - Pedestrian facilities including details relating to the relocation of the pedestrian refuge required by condition 46 below;
 - Way finding signage;
 - Stormwater management;
 - Wastewater connections; and
 - Water connections and management
27. All engineering works and designs shall be in accordance with the Regional Infrastructure Technical Specifications (available from the internet at www.hcc.govt.nz).
28. The consent holder shall retain the services of a suitably professional qualified person to oversee the construction of any infrastructure required for the development. This person shall be responsible for ensuring adherence to approved construction plans, quality systems, and project completion requirements. The name and contact details of this person shall be nominated on all engineering plans submitted to Strategic Development Unit.
29. A register of all assets to be vested in Council (e.g. reserves, roads, water, wastewater and stormwater infrastructure) and associated GST requirements shall be submitted to Strategic Development Unit at the completion of works.
30. All works within the road corridor shall be managed by a contractor operating under a current CAR (Corridor Access Request), made through the www.beforeudig.co.nz website) and appropriate traffic management. The Corridor Access Request shall be approved by the Road Controlling Authority prior to construction works commencing onsite.

Transportation Conditions

31. The parking, accessways and manoeuvring area shall be formed, drained and sealed, and thereafter maintained, in a permanent dust-free all-weather surface. Where the footpath crosses the car park there shall be provision for markings or contrasting surfacing.
32. Vehicle parking spaces shall be delineated with white painted lines with the exception of the accessible needs and loading spaces, which shall be delineated with yellow painted lines and have appropriate signage in accordance with NZS 4121:2001 requirements.
33. Six drop off spaces shall be provided on-site and made available for use by staff. These spaces shall be marked out and signposted appropriately.
34. There shall be 1 loading space for an 8m truck provided for Tenancy 1.
35. There shall be 1 loading space for an 8m truck provided for Tenancy 2.

36. *There shall be 5 motorcycle spaces provided for Tenancy 1.*
37. *The footpath and berm shall be kept clear during construction, or, if not practicable, may be temporarily closed along the site frontage. An application for Temporary Use of the Road Corridor can be made through the www.beforeudig.co.nz website. Adequate provision for pedestrians and cyclists shall be made as part of any temporary closure.*
38. *On completion of construction work any damage within the road corridor shall be repaired, and the kerb, berm and footpath reinstated to match the surroundings or upgraded environment. The reinstatement work shall not be carried out until all any work within the road corridor has been completed and shall include the reinstatement of all trenches.*
39. *The consent holder shall enter into an agreement with the General Manager of City Development to contribute to the costs of signalling the Tristram St/Collingwood St intersection prior to the commencement of construction works. The amount of the contribution will be based on the costs to install raised safety platforms on all four legs of the intersection plus minor associated works including footpath widening required as per Tristram Street ACC Roundabout, AECOM, Dated 16 June 2020 (plan attached) to mitigate the effects of the development. The scope and costs of the required works shall be agreed between consent holder and Council and shall be reflected in a Private Developer Agreement.*

Advice Note:

This project currently sits in the Council Ten Year Plan for completion over the 2022/2023 financial year. Confirmation of whether this project will be funded going forward will be set out in Council's Ten Year Plan which will be confirmed in June 2021.

40. *In the event that funding for the signalisation does not eventuate, or the timing is such that intermediate mitigation is required, pedestrian raised platforms shall be erected on all four legs of the roundabout and the footpath shall be widened to 3m as per Tristram Street ACC Roundabout, AECOM, Dated 16 June 2020 (plan attached), prior to the occupation of the building. Detailed plans of the pedestrian upgrade works at the intersection shall be submitted with the engineering plans required by Condition 26.*
41. *Signage shall be provided on the site that identifies the following:*
- Visitor parking spaces;*
 - Signs and markings to direct ACC visitors to this car park including signs for the individual spaces "ACC visitors only";*
 - Drop off spaces;*
 - Accessible parking spaces;*
 - Location of visitor cycle spaces; and*
 - Any other relevant wayfinding*
42. *The Consent Holder shall undertake a detailed design road safety audit of the vehicle crossings and pedestrian facilities on Tristram Street and Collingwood Street in accordance with Sections 3.1.6 and 3.1.7 of the Infrastructure Technical Specifications at no cost to Council. Any audit recommendations and design changes arising from the detailed design road safety audit shall be agreed with Strategic Development Unit prior to changes (if any) being implemented.*

43. *The Consent Holder shall undertake a post-construction road safety audit of the vehicle crossings and pedestrian facilities on Tristram Street and Collingwood Street in accordance in accordance with Sections 3.1.6 and 3.1.7 of the Infrastructure Technical Specifications at no cost to Council. Any audit recommendations and design changes arising from the road safety audit shall be agreed with the City Development Unit prior to changes (if any) being implemented.*

Vehicle Crossings

44. *The obsolete vehicle crossing on Collingwood Street shall be removed, and the footpath, kerb and road side markings reinstated to match surroundings before the occupation of the building.*
45. *The vehicle crossings onto Tristram Street shall be constructed to the applicable standard in accordance with the Regional Infrastructure Technical Specifications, Section 3.3.19 and Drawing D3.3.5. The vehicle crossing shall be fully formed to the site boundary in the same material as the footpath.*
46. *Prior to the operation of the southernmost vehicle crossing on Tristram Street, the existing pedestrian refuge island and cut downs adjoining 91 Tristram Street shall be relocated to the north to safely shelter right turning vehicles within the flush median.*
47. *Signs and markings shall be maintained and/or updated to indicate that the right-turn out movements from the southernmost vehicle crossing on Tristram Street are banned.*

Cycle Facilities and End of Journey Facilities

48. *A minimum of 82 cycle spaces shall be provided for staff within a secure parking area for cycles, e-bikes and e-scooters. The area shall include charging points for electric-powered devices.*
49. *A minimum of 16 showers and lockers shall be provided on site for staff.*
50. *A minimum of 16 cycle spaces shall be provided in the Tristram Street frontage for visitors.*

Travel Demand Management Plan

51. *At least 20 working days prior to the operation of the office activity, a Travel Demand Management Plan (TDMP) shall be submitted by the Consent Holder to Council (Manager, City Transportation Unit (or nominee)) for certification. The objective of the TDMP is to promote multi-modal travel to work and support the Access Hamilton target of "A more accessible city with mode share by Public Transport, Walking and Cycling increased from 14% to 29% by 2028 and the percentage of short trips (<2km) undertaken by foot increased from 26% to 50%."*
52. *The TDMP shall describe proposed methods and requirements necessary to achieve the objective of the TDMP and include (but not be limited to) the following:*
- i. Information about the end of journey facilities provided on-site including cycle/e-bike/e-scooter parking, showers, lockers, drop off/pick up locations*
 - ii. Information about the public transport network including bus stops in the area, bicycle network, parking building locations, pedestrian routes from parking building locations and the Transport Centre;*
 - iii. Information on other options including car pooling, private e-scooters, and car share schemes such as Uber and Loop.*
 - iv. Incentives to promote multi-modal travel to work;*

- v. *Details of the how the information will be communicated to staff on an ongoing basis to continually promote multi-modal travel. This could include options such as the provision of a specific internal webpage or platform for staff to access that could include means for arranging carshares etc.*
 - vi. *Identify triggers for upgrading and/or providing additional on-site end of journey facilities to accommodate travel by walking/cycling/e-bikes etc. such as lockers, showers and parking sites.*
53. *The TDMP shall include specific key performance indicators (KPIs) to measure the success in reducing reliance on private vehicles, including:*
- i. *Targeting at least 29% of trips to work by bus/walk/bike within 3 years of the office activity opening; and*
 - ii. *After year 3, targeting a year-on-year increasing trend of the proportion of trips to work by bus/walk/bike.*
54. *The TDMP shall include the methodology for measuring the KPIs.*
55. *The TDMP shall be made readily available to all staff.*
56. *The Consent Holder shall submit a Monitoring Report commencing 12 months from the occupation of the building and thereafter annually for a period of six years to Council (Manager, City Transportation Unit (or nominee)). The Monitoring Report shall detail the KPIs and identify updates and additional measures needed (condition 52) to ensure the TDMP is maintained and effective in achieving the KPIs.*
57. *The TDMP shall be reviewed and updated at least annually by the Consent Holder.*

Three Waters Conditions

58. *Service connections shall be rationalised on site. Any private pipes and connections not required by the proposed development shall be appropriately disconnected to the satisfaction of the Strategic Development Unit Manager (or nominee). Removal of existing connections shall be done by Council at the consent holder's expense.*

Water

59. *The consent holder shall contact Council's Strategic Development Unit to carry out a Hydraulic assessment (or hydraulic modelling if applicable) at no cost to Council that confirms the building will have sufficient capacity to provide portable use and firefighting protection for the development. Should there not be sufficient hydraulic capacity, then the engineering plans shall include details as to how to meet the demand needs for the building.*

Advice Note:

Council' Strategic Development Unit engage Mott McDonald New Zealand Limited to undertake their hydraulic modelling. Please contact Council' Strategic Development Unit to organise an assessment of the hydraulic capacity in the network.

60. *The site shall be provided with a metered water connection. Water supply with sufficient volume and pressure for potable and firefighting services shall be provided in accordance with the building code.*

Wastewater

61. *The existing public wastewater main crossing the site boundary shall be relocated/upgraded as per "Beca drawing 5641519-CA-0200 rev C dated 12.03.20" and to the design standards detailed in Section 5.2.4 of the Regional Infrastructure Technical Specifications.*

62. *The site shall be provided with a wastewater connection of sufficient capacity to handle the expected demand in accordance with the anticipated occupancy of the completed building.*
63. *All building adjacent to the proposed public wastewater main running through the site shall be designed and constructed in accordance with the requirements of Section 5.2.9 of the Regional Infrastructure Technical Specifications, Building Over or Adjacent to Pipelines.*

Stormwater

64. *The finished floor level of the building shall provide for the required freeboard above the top water flood level of the 1% annual exceedance probability event in accordance with the ODP as per 22.5.6(c).*
65. *The stormwater management measure (detention tank and stormwater filter) as outlined in the resource consent application shall be in place and fully operational upon the completion of the development to ensure that stormwater discharge off site is managed in accordance with the Regional Infrastructure Technical Specifications.*
66. *A copy of the operation and maintenance procedures for onsite stormwater management measures shall be submitted at engineering design stage.*
67. *Stormwater secondary flow paths and ponding area shall be shown on the engineering plans. The flow paths shall provide for a storm having a 100-year ARI. The flow paths/ponding area are to be clear of any probable building platform and shall accommodate the rainfall runoff in excess of the stormwater reticulation design capacity and shall be maintained on an ongoing basis.*

Reasons for the Decision

- a. Subject to the above conditions, the proposal is not contrary to the relevant objectives and policies of the Operative District Plan
- b. Having regard to section 104(1)(a) of the Act, the actual and potential adverse effects on the environment of granting consent are acceptable as the proposal is consistent with the relevant assessment criteria and promotes the sustainable management of natural and physical resources.
- c. The building has been designed to provide an interface with the adjoining transport corridor by placing a commercial tenancy at ground level which will adjoin a plaza area. Landscaping proposed will enhance the appearance of the site and help soften the bulk appearance of the building. This will improve the relationship of the built form with the streetscape and will also provide for multiple opportunities to exercise passive surveillance of the public realm.
- d. The bulk of the building will comply with the maximum height provisions set out in the Plan, with the exception of the two atriums that which exceed the maximum height by 3m. The two atrium areas are setback from the front façade and do not further dominate the streetscape or adjacent sites. The building bulk is not considered to be out of character with the wider commercial area where there are buildings that overlook the site given the topography of the locality.
- e. Council concurs with the applicant's Centres Assessment Report that supports the development of an office building within Precinct 2 of the Central City Zone as it will have benefits to the wider Central City. The report states that the proposal would not result in any noticeable effect on the Downtown Precinct, which is expected to be where most office growth will occur.

- f. The service area proposed for the office building is sufficiently sized to provide a servicing function for the office activity on the site. A condition has been added to the consent that will ensure that an appropriate service area is provided for the ground floor commercial tenancy (Tenancy 2).
- g. The establishment of a café within Tenancy 2 will be ancillary to the office activity. The design and layout to this tenancy interfaces with the plaza area at the main entrance which will be appropriately landscaped and will contain public amenities such as seating areas.
- h. The conversion of an existing parking area on the south-eastern side of the building into a commercial parking lot will not result in a physical change to the appearance of this area of the site. The size of the parking area will not dominate the immediately adjoining area and will be enhanced with planting.
- i. Adherence to the design guidelines of the Regional Infrastructure Technical Specifications and current best practice will provide a means for achieving good engineering solutions for the whole of the development.
- j. The vehicle crossings onto Tristram Street and the pedestrian facilities on Collingwood and Tristram Streets will be subject to safety audits at both pre and post construction stages to determine the need for any design changes to the vehicle crossings and pedestrian facilities to ensure that the safety and efficiency of the transport corridor is maintained.
- k. The two parking areas have been designed to ensure that all vehicles are able to manoeuvre out in a forward direction.
- l. The implementation of a private developer agreement to help contribute towards the upgrade of the intersection will ensure that the intersection is upgraded in line with the establishment of the office activities on the site. In the event that the intersection is not upgraded, the construction of raised safety platforms and footpath upgrades will be required that will improve pedestrian safety at the intersection.
- m. The relocation of the pedestrian facility to the north of the southernmost vehicle crossing will allow for right turn vehicles to safely enter the flush medium without impacting on the safety and efficiency of the network.
- n. The implementation of a travel plan will encourage staff to use public transport and active modes of transport.
- o. Examination of the engineering plans and auditing of the works will allow Council to confirm that the engineering aspects of the work have been satisfactorily completed.
- p. The Engineering requirements for water, wastewater and stormwater will ensure that the development will be adequately provided with services when completed. Examination of the engineering plans and auditing of works will allow Council to confirm that the engineering aspects of the work have been satisfactorily completed.
- q. An assessment of the Water capacity is necessary to ensure available flows can provide an adequate supply for the high number of staff who will occupy the building.
- r. Formation of the parking and manoeuvring areas allows for all-weather use and helps to protect the amenity values of neighbouring properties.

- s. Designing and implementing a system for the treatment and management of stormwater runoff will ensure that people and properties are protected and ecological values preserved.
- t. The building platform is located outside of the flood hazard area, and the proposed finished floor level (38.2m) meets the ODP required freeboard.
- u. The applicant has provided a Detailed Site Investigation with their application that states that there is unlikely to be a risk to human health and the environment from the proposed activities. Conditions are recommended that require the soil disturbance works to be carried out in accordance with the CSMP, while ensuring the CSMP is updated to reflect the construction works, and a process is established for situations where unidentified contamination may be found.
- v. The proposed development is sustainable and any adverse effects created from the application are acceptable. Overall the proposal is consistent with the purpose and principles of the Resource Management Act.

Advisory Notes

- That compliance in all other respects with Council Bylaws, all relevant Acts, Regulations, and rules of law be met.
- If this property is on-sold to a new owner(s) please ensure that a copy of this resource consent is forwarded to the new owner(s).
- This Resource Consent is **not** a Building consent. A Building Consent may also required. Please contact Council's Building Unit on 838 6677 for information on Building Consent matters.
- The onus rests with the consent holder to demonstrate that completed works meet Council requirements and accepted engineering standards. Therefore, developers should employ suitably qualified and experienced contractors and maintain records of the quality control process.
- All operations affecting in-service Hamilton City Council water, wastewater or stormwater pipelines are to be carried out by Hamilton City Council staff (City Delivery Unit) unless specific approval is given as outlined in the Regional Infrastructure Technical Specifications.
- Retaining walls greater than 1.5 metres above the natural ground or any retaining wall that are subject to surcharge will require a building consent.
- Retaining walls shall be designed and constructed by a suitably qualified professional taking into account any future loading which includes any structural load. Retaining walls shall be provided with adequate drainage to avoid seepage through wall and to adjoining properties.
- The construction of vehicle crossing should not change the berm levels. Vehicle crossings must not encroach onto the berm and footpath.
- The Consent Holder is encouraged to consider the use of bio-retention (raingarden) for the treatment of stormwater from impervious area prior to discharge.
- Care should be taken at design stage to ensure that pedestrian and cyclist predominance is maintained across the vehicle access point.
- This development will require a water meter. Where a water meter is not already installed, a complete backflow survey of the development will be required to be undertaken by a suitably qualified and experienced person prior to application for a new water meter. The survey will determine whether backflow devices are required and where. All backflow devices will be the responsibility of the building owner to maintain and calibrate. An application for a water meter will need to be submitted to the City Waters Unit enclosing a copy of the backflow assessment.

Development Contributions:

Based on the details of this consent development contributions will be levied on the development pursuant to the Local Government Act (2002) and Council's Development Contributions Policy. An estimate of the development contribution due will be provided to you in a letter from Council's Development Contributions Officer. Council reserves the right to recalculate this estimate based on any changes in demand created after the initial estimate.

Development contributions are not a condition of resource consent and are not subject to any rights of appeal within the RMA 1991.

Yours sincerely,



SAM LE HERON
CONSENTS AND CERTIFICATES LEAD

For more information please contact:

Brent Cryer

Council Building

Garden Place, Hamilton

Phone: 07 838 6699

Email: brent.cryer@hcc.govt.nz

Website: www.hamilton.co.nz

26 October 2021

TGH Fixed Income Limited

C/- Beca Limited
PO Box 448
Waikato Mail Centre
Hamilton 3240

Attn: **S 7(2)(a)**

Decision on Section 127 application for resource consent under the Resource Management Act 1991

Application number(s): 010.2020.10881.005
Applicant: TGH Fixed Income Limited
Address: 179 Collingwood Street, Hamilton
Legal Description: Pt Sec 1 SO 59087 and Section 1 Survey Office 58919
Proposed activity(s): Change of Conditions - Section 127 to relocate the position of the vehicle access at the southern corner of the site

Dear Sir/Madam

I wish to advise you of Council's decision to **grant** your application for resource consent under the Resource Management Act 1991 (RMA). Please see below for the details of the decision and conditions of consent.

The following information provides you with some guidance on your rights and what to do next. It is recommended that you seek independent advice if you are in any doubt as to the processes to be followed.

Objections

If you disagree with any part of this decision or any conditions of this consent, you may lodge an objection in writing to Council within **15 working days** of the receipt of this letter. Your objection must be in accordance with section 357 of the RMA and must include the reasons for your objection.

Compliance with conditions

Your resource consent permits the land use to be established at the site long as the activity complies with the stated conditions on an ongoing basis. It is important that you fully understand and comply with all the conditions of your consent.

Please notify Council's monitoring team prior to the commencement of activities associated with this consent. The role of Council's monitoring team is to monitor compliance with the conditions of consent and may involve site visits.

Council's monitoring team can be contacted on planning.guidance@hcc.govt.nz. Please reference the consent number and address of the property when emailing or calling.

DECISION ON APPLICATION

That pursuant to the provisions of Sections 104, 104B and 127 of the Resource Management Act 1991 and the Hamilton City Operative District Plan, Council grants resource consent to the application by TGH Fixed Income Limited (being resource consent 010.2020.10881.005), to Change the Conditions of Resource Consent at 179 Collingwood Street and 91 Tristram Street being Pt Sec 1 SO 59087 and Section 1 Survey Office 58919 as follows:

Conditions (Amended conditions shown in bold font and underlined for additions and strikethrough for deletions)

General Conditions

1. *That the development be in general accordance with the plans and the information submitted with the application on 16 March 2020, except where superseded by updated information received on 04 May and 21 May 2020, **and the amended information received on 28 September 2021.** (Approved plans attached). The following information and plans are relevant:*
 - a. *Site Development Plans: Project Hauata Resource Consent Application, Warren Mahoney Architects, 12 March 2020*
 - b. *Landscape Design Report: Project Hauata, TGH/ACC Development, Landscape Concept Design for Resource Consent, Boffa Miskell, Dated: 30 April 2020.*
 - c. *Centres Assessment Report Titled: Office Development Centre Assessment Report, 179 Collingwood Street, Hamilton Lake, Market Economics, Ref: TGH003.19, Dated: 27 February 2020.*
 - d. *Integrated Transport Assessment Titled: 179 Collingwood Street Integrated Transport Assessment, BECA, 11 March 2020, Reference 5641560 and addendums provided 01 May 2020 and 21 May 2020.*
 - e. *Water Impact Assessment Titled: Project Hauata – TGH and ACC Collingwood Development – Water Impact Assessment Report, BECA, Ref: 183983, Dated 24 April 2020, Revision B.*
 - f. *Detailed Site Investigation: Detailed Site Investigation (Contamination) – Project Hauata – TGH and ACC Collingwood Development, BECA, Dated: 10 March 2020.*
 - g. *Soil Contamination Management Plan Titled: Contained Soils Management Plan – Project Hauata – TGH and ACC Collingwood Development, BECA, Dated 10 March 2020.*
 - h. *Civil Engineering Report: Project Hauata – TGH and ACC Collingwood Development Preliminary Design, BECA, Dated 13 March 2020, Project No. 5641519.*
 - i. **Proposed Alternate Car Park Plan, Project Hauata – TGH and ACC Collingwood Development, BECA, 5641519 – SK - 2020 revision A, dated 10 February 2021.**

2. *The proposed materiality of the buildings shall be in general accordance with the submitted plans titled: Project Hauata Resource Consent Application, Warren Mahoney Architects, 12 March 2020, with any significant change to proposed materiality agreed to in writing by the Planning Guidance Unit Manager (or nominee).*
3. *That a plan demonstrating a 10m² service area for Tenancy 2 as per the Warren Mahoney Architect Plans (Ref: L00 GA Floor Plan) shall be provided to Planning Guidance Unit Manager (or nominee) and be established thereafter. In the event that there is more than one tenancy, a service area no less than 10m² is able to be shared between the two tenancies.*
4. *The proposed pedestrian plaza on-site shall be available for public use between 0830 to 1730, 7 days a week, and such other times when the ground floor tenancy(ices) is operating.*
5. *Tenancy 2 as per the Warren Mahoney Architect Plans (Ref: L00 GA Floor Plan) may contain any permitted activity, as identified in Rule 7.3 of the Operative District Plan for Precinct 2 – City Living Precinct in addition to the consented café use. This includes (but is not limited to) the following:*
 - a. *Retail;*
 - b. *Healthcare at ground where the Gross Floor Area (GFA) is less than 250m²;*
 - c. *Tertiary education and specialized training facilities at ground floor where the GFA is less than or equal to 250m²;*
 - d. *Community Centres at ground floor where the GFA is less than or equal to 250m²;*

Landscaping Conditions

6. *The soft and hard landscaping of the site shall be in general accordance with the detail shown on the Landscape Design Report (Ref: Project Hauata, TGH/ACC Development, Landscape Concept Design for Resource Consent, Boffa Miskell, Dated: 30 April 2020).*
7. *The landscaping as per Condition 6 shall be implemented and thereafter be permanently maintained on an ongoing basis. Planting shall occur during the first planting season after the construction works have been completed.*

Construction Management Conditions

8. *All construction work on the site (including demolition, excavation and foundation works) shall be designed and conducted to ensure that construction noise from the site received at a point approximately 1-m from the wall of a building at any other site that is most exposed to the noise does not exceed the noise limits in the following table. In the event that any sound level measurements are recorded they shall be measured and assessed in accordance with the provisions of NZS 6803:1999 Acoustics – Construction Noise.*

Time period	Commercial Use	Residential Use	
		dB LAeq	LAFmax
07:30am to 06:00pm	70	70	85
06:00pm to 08:00pm	n/a	60	80
08:00pm to 07:30am	n/a	45	75
06:00pm to 07:30am	75	n/a	n/a

9. Construction vibration received by any building on any other site shall comply with the criteria in the following table. In the event of a complaint in relation to construction vibration from the consented activity, the consent holder shall arrange for construction vibration received by any building on any other site to be measured and assessed as soon as is practicable by a suitably qualified and experienced person in accordance with the German standard DIN 4150-3:1999 Structural vibration – Part 3: Effects of vibration on structures:-

Type of Structure	Peak Particle Velocity (mm/s) at the foundation at a frequency of:-			PPV (mm/s) at horizontal plane of highest floor
	1 – 10 Hz	1 – 50 Hz	50 – 100 Hz	
Commercial/Industrial	20	20 - 40	40 - 50	40
Residential/School	5	5 - 15	15 - 20	15
Historic or sensitive structures	3	3 - 8	8 - 10	8

10. At least twenty (20) working days prior to the Commencement of Construction (including demolition and excavation), the Consent Holder shall prepare a Construction Noise and Vibration Management Plan (CNVMP), prepared by a suitably qualified and experienced person in construction noise and vibration, shall be provided for certification by Council's Planning Guidance Manager. The objective of the CNVMP is to ensure that the noise and vibration levels anticipated from construction activities will be within the provisions set out in the Operative District Plan. The CNVMP shall confirm and include the following:-
- The applicable construction noise and vibration limits (from the conditions 8 & 9 above);
 - Identification of likely affected persons (off-site);
 - General methods to mitigate and manage construction noise and vibration in order to comply with the applicable noise limits;

- d. *Identification of any special construction activities (including any pile driving and concrete pours) that may require specific mitigation measures in order to comply with the applicable noise and vibration limits;*
 - e. *Identification of any specific construction activity that is likely to exceed the stated noise and vibration limits;*
 - f. *Contact details of the person in charge of construction works;*
 - g. *A complaints handling procedure.*
- 11. *All construction works shall be carried out in accordance with the certified Construction Noise and Vibration Management Plan.*
- 12. *At least twenty (20) working days prior to the Commencement of Construction, the Consent Holder shall prepare a Construction Traffic Management Plan (CTMP) relative to the stage of construction being undertaken and submit it to the Council (Planning Guidance Unit Manager (or nominee)). The objective of the CTMP is to ensure that the safety and efficiency of the transport corridor will be maintained during construction of the building. The CTMP shall demonstrate the following:*
 - i. *Ensure that all construction traffic activities remain within the limits and standards approved under the consent and set out the management procedures and methods to be implemented in order to avoid, remedy or mitigate potential adverse effects arising from construction traffic activities;*
 - ii. *Provide for the safety of everyone at all times;*
 - iii. *Implement measures to raise the awareness of pedestrians and cyclists to any construction traffic activity on or adjacent to public thoroughfares;*
 - iv. *Specific measures to provide for the safe movement of construction vehicles at site access points;*
 - v. *Specify measures to reduce vehicle traffic and parking demand associated with construction staff;*
 - vi. *Specify measures to avoid construction traffic during peak periods*
 - vii. *Provide a mechanism for addressing queries and responding to complaints; and*
 - viii. *Provide for the safe movement of vehicles and pedestrians to and from surrounding properties on Tristram and Collingwood Streets.*
- 13. *The CTMP shall include (but not be limited to) the following matters:*
 - i. *Details of the works, intended construction timetable (including staging) and hours of operation;*
 - ii. *The traffic management measures that will be required to be implemented, including the need for temporary road closures and/or other restrictions on the affected road network;*
 - iii. *A mechanism and nominated stakeholder manager responsible for receiving, addressing and monitoring queries and responding to complaints in relation to the construction works;*
 - iv. *Details of the construction traffic, including the number of heavy vehicles expected during each phase of construction.*

- v. *Details of a single access point from Collingwood Street for construction vehicles and measures to be adopted at the access point to ensure a safe traffic environment for other road users, especially pedestrians and cyclists.*
- vi. *Specific construction site traffic management measures (such as ensuring sufficient space is maintained within the site to prevent vehicles queuing on the street (or other publicly accessible spaces) and avoiding deliveries and heavy vehicles during peak traffic periods) to ensure that construction traffic does not affect the efficiency and safety of other vehicles, pedestrians, cyclists and other users within the vicinity of the works;*
- vii. *Methods to manage pedestrian access and safety on Tristram and Collingwood Streets;*
- viii. *Methods to provide for the safe movement of vehicles and pedestrians to and from all surrounding properties on Tristram and Collingwood Streets;*
- ix. *Liaison with Council to manage temporary changes to on-street parking;*
- x. *Measures to manage vehicle traffic and reduce parking demands associated with construction staff. Contractor parking is to be on-site only and shall not take place on Tristram or Collingwood Streets;*
- xi. *Confirmation of the typical number and type of heavy vehicle movements throughout the day and their typical route to ensure a safe environment for all road users, including existing residents, cyclists and pedestrians to ensure that the surrounding road network will continue to operate in an efficient manner;*
- xii. *Methods to control dust, debris on roads and silt laden runoff during construction, such as the erection of silt fence, stabilised entranceways, cut off drains and the connection of downpipes to the stormwater system as necessary.*
- xiii. *A communication strategy to raise awareness to the public of the constraints and options of alternative routes during construction.*

Earthworks Conditions

- 14. *Earthworks shall not obstruct or divert any stormwater overland flow path or result in changed stormwater drainage patterns on adjacent land in different ownership.*
- 15. *All earthworks activities on site shall be managed to avoid material deposits on public roads.*
- 16. *The construction activities shall be conducted in such a manner so as to not create a dust nuisance. A dust nuisance will occur if:*
 - *There is visible evidence of suspended solids in the air beyond the site boundary; and/or*
 - *There is visible evidence of suspended solids traceable from a dust source settling on the ground, building or structure of a neighbouring site or water.*
- 17. *All areas of bare earth shall be re-vegetated or permanently surfaced to protect against soil erosion as soon as practicably possible and within three calendar months following the completion of earthworks. If this cannot be achieved the area shall be temporarily covered by a surface suitable to protect against soil erosion.*

18. *At least twenty (20) working days prior to the Commencement of Construction, the Consent Holder shall provide a Construction Management Plan (CMP) for certification by the General Manager, Development (or nominee). The objective of the CMP is to outline the approach to be taken for the managing construction works to ensure that impacts that may arise from the works have been appropriately identified, managed and minimised.*
19. *The consent holder shall carry out operations in general accordance with the provisions of the approved Construction Management Plan, and any subsequent changes. The Construction Management Plan (CMP) shall include but not limited to:*
 - a) *Details of the works and intended construction timetable (including staging)*
 - b) *Methods to control dust, debris on roads and silt laden runoff during construction*
 - c) *Detail of existing network utilities*
 - d) *Contact details for the contractor, including a process for complaints and remedying concerns*
 - e) *Adjacent land owner liaison during the construction stage*
 - f) *Quality assurance/quality control*

Any changes to the Construction Management Plan shall be made in accordance with the methodology and approved procedures in that plan shall be confirmed in writing by the Consent Holder following consultation with the Strategic Development Unit Manager before implementation.

Soil Contamination Conditions

20. *Prior to the commencement of any soil disturbance works occurring, section 4.1.3 of the Contaminated Soils Management Plan – Project Hauata – TGH and ACC Collingwood Development completed by Beca on March 10th 2020 (CSMP) shall be updated to reflect stormwater and sediment control procedures in the Waikato Region. A finalised copy of the CSMP should then be provided to Council's Planning Guidance Manager for acceptance.*
21. *All soil disturbance on the site shall be carried out in strict accordance with the management controls documented in the CSMP detailed in condition 20 above.*
22. *Works Completion reporting shall be provided to Council's Planning Guidance Manager within two months of soil disturbance works being completed to confirm that the methods outlined in the CSMP were enforced for the period of the soil disturbance works, and that the measures were successful in ensuring the potential risks were adequately managed.*
23. *In the event that any previously unidentified contamination (including but not limited to asbestos) is discovered in any exposed or excavated soil, works shall cease immediately. The consent authority shall be notified of the discovery. A suitably qualified and experienced person in contaminated land shall assess the risk and determine what actions are appropriate for reducing the potential risk to site workers, future site users and the environment given the extent of the discovery.*

24. *Any soil exceeding the applicable background concentrations that is to be removed shall be done under controlled conditions to a licensed waste facility or landfill for disposal in accordance with the requirements of the disposal site and the relevant authority*
25. *That pursuant to section 36 Resource Management Act 1991, the following fees and charges be paid:*
 - (a) *Payment of additional Environmental Health fees for assessing consented reporting will be charged on a time-cost recovery basis in accordance with Hamilton City Council's Schedule of Fees and Charges, with adjustments coming into effect at the beginning of each financial year. The fees will be levied at the completion of the consent review process and will be payable to the Environmental Health Unit upon notification that compliance has been achieved.*

General Engineering Conditions

26. *At least twenty (20) working days prior to the Commencement of Construction, the consent holder shall submit engineering plans detailing existing and proposed transportation infrastructure and three waters (water, wastewater and stormwater) infrastructure. The plans shall be submitted to the Planning Guidance Unit for review by Strategic Development Unit prior to building consent application and construction work commencing on site. This plan shall be amended by the Consent Holder as required until stamped 'Accepted' by Strategic Development Unit. The proposed engineering plans shall include details that demonstrate the following:*
 - a. *The proposed vehicle crossings ~~and upgrade of existing vehicle crossing~~ onto Tristram Street;*
 - b. *Vehicle swept paths that confirm dual ingress/egress at the vehicle crossings and that allow for an 8m truck to exit the site in a forward direction;*
 - c. *Parking and manoeuvring areas and associated signage;*
 - d. *Pedestrian facilities ~~including details relating to the relocation of the pedestrian refuge required by condition 46 below;~~*
 - e. *Way finding signage;*
 - f. *Stormwater management;*
 - g. *Wastewater connections; and*
 - h. *Water connections and management*
27. *All engineering works and designs shall be in accordance with the Regional Infrastructure Technical Specifications (available from the internet at www.hcc.govt.nz).*
28. *The consent holder shall retain the services of a suitably professional qualified person to oversee the construction of any infrastructure required for the development. This person shall be responsible for ensuring adherence to approved construction plans, quality systems, and project completion requirements. The name and contact details of this person shall be nominated on all engineering plans submitted to Strategic Development Unit.*

29. *A register of all assets to be vested in Council (e.g. reserves, roads, water, wastewater and stormwater infrastructure) and associated GST requirements shall be submitted to Strategic Development Unit at the completion of works.*
30. *All works within the road corridor shall be managed by a contractor operating under a current CAR (Corridor Access Request), made through the www.beforeudig.co.nz website) and appropriate traffic management. The Corridor Access Request shall be approved by the Road Controlling Authority prior to construction works commencing onsite.*

Transportation Conditions

31. *The parking, accessways and manoeuvring area shall be formed, drained and sealed, and thereafter maintained, in a permanent dust-free all-weather surface. Where the footpath crosses the car park there shall be provision for markings or contrasting surfacing.*
32. *Vehicle parking spaces shall be delineated with white painted lines with the exception of the accessible needs and loading spaces, which shall be delineated with yellow painted lines and have appropriate signage in accordance with NZS 4121:2001 requirements.*
33. *Six drop off spaces shall be provided on-site and made available for use by staff. These spaces shall be marked out and signposted appropriately.*
34. *There shall be 1 loading space for an 8m truck provided for Tenancy 1.*
35. *There shall be 1 loading space for an 8m truck provided for Tenancy 2.*
36. *There shall be 5 motorcycle spaces provided for Tenancy 1.*
37. *The footpath and berm shall be kept clear during construction, or, if not practicable, may be temporarily closed along the site frontage. An application for Temporary Use of the Road Corridor can be made through the www.beforeudig.co.nz website. Adequate provision for pedestrians and cyclists shall be made as part of any temporary closure.*
38. *On completion of construction work any damage within the road corridor shall be repaired, and the kerb, berm and footpath reinstated to match the surroundings or upgraded environment. The reinstatement work shall not be carried out until all any work within the road corridor has been completed and shall include the reinstatement of all trenches.*
39. *The consent holder shall enter into an agreement with the General Manager of City Development to contribute to the costs of signalling the Tristram St/Collingwood St intersection prior to the commencement of construction works. The amount of the contribution will be based on the costs to install raised safety platforms on all four legs of the intersection plus minor associated works including footpath widening required as per Tristram Street ACC Roundabout, AECOM, Dated 16 June 2020 (plan attached) to*

mitigate the effects of the development. The scope and costs of the required works shall be agreed between consent holder and Council and shall be reflected in a Private Developer Agreement.

Advice Note: This project currently sits in the Council Ten Year Plan for completion over the 2022/2023 financial year. Confirmation of whether this project will be funded going forward will be set out in Council's Ten Year Plan which will be confirmed in June 2021.

- 40. In the event that funding for the signalisation does not eventuate, or the timing is such that intermediate mitigation is required, pedestrian raised platforms shall be erected on all four legs of the roundabout and the footpath shall be widened to 3m as per Tristram Street ACC Roundabout, AECOM, Dated 16 June 2020 (plan attached), prior to the occupation of the building. Detailed plans of the pedestrian upgrade works at the intersection shall be submitted with the engineering plans required by Condition 26.*
- 41. Signage shall be provided on the site that identifies the following:*
 - a. Visitor parking spaces;*
 - b. Signs and markings to direct ACC visitors to this car park including signs for the individual spaces "ACC visitors only";*
 - c. Drop off spaces;*
 - d. Accessible parking spaces;*
 - e. Location of visitor cycle spaces; and*
 - f. Any other relevant wayfinding*
- 42. The Consent Holder shall undertake a detailed design road safety audit of the vehicle crossings and pedestrian facilities on Tristram Street and Collingwood Street in accordance with Sections 3.1.6 and 3.1.7 of the Infrastructure Technical Specifications at no cost to Council. Any audit recommendations and design changes arising from the detailed design road safety audit shall be agreed with Strategic Development Unit prior to changes (if any) being implemented.*
- 43. The Consent Holder shall undertake a post-construction road safety audit of the vehicle crossings and pedestrian facilities on Tristram Street and Collingwood Street in accordance in accordance with Sections 3.1.6 and 3.1.7 of the Infrastructure Technical Specifications at no cost to Council. Any audit recommendations and design changes arising from the road safety audit shall be agreed with the City Development Unit prior to changes (if any) being implemented.*

Vehicle Crossings

- 44. The obsolete vehicle crossing on Collingwood Street shall be removed, and the footpath, kerb and road side markings reinstated to match surroundings before the occupation of the building.*
- 45. The vehicle crossings onto Tristram Street shall be constructed to the applicable standard in accordance with the Regional Infrastructure Technical Specifications,*

Section 3.3.19 and Drawing D3.3.5. The vehicle crossing shall be fully formed to the site boundary in the same material as the footpath.

46. ~~Prior to the operation of the southernmost vehicle crossing on Tristram Street, the existing pedestrian refuge island and cut downs adjoining 91 Tristram Street shall be relocated to the north to safely shelter right turning vehicles within the flush median.~~
47. Signs and markings shall be maintained and/or updated to indicate that the right-turn out movements from the southernmost vehicle crossing on Tristram Street are banned.

Cycle Facilities and End of Journey Facilities

48. A minimum of 82 cycle spaces shall be provided for staff within a secure parking area for cycles, e-bikes and e-scooters. The area shall include charging points for electric-powered devices.
49. A minimum of 16 showers and lockers shall be provided on site for staff.
50. A minimum of 16 cycle spaces shall be provided in the Tristram Street frontage for visitors.

Travel Demand Management Plan

51. At least 20 working days prior to the operation of the office activity, a Travel Demand Management Plan (TDMP) shall be submitted by the Consent Holder to Council (Manager, City Transportation Unit (or nominee)) for certification. The objective of the TDMP is to promote multi-modal travel to work and support the Access Hamilton target of "A more accessible city with mode share by Public Transport, Walking and Cycling increased from 14% to 29% by 2028 and the percentage of short trips (<2km) undertaken by foot increased from 26% to 50%."
52. The TDMP shall describe proposed methods and requirements necessary to achieve the objective of the TDMP and include (but not be limited to) the following:
 - i. Information about the end of journey facilities provided on-site including cycle/e-bike/e-scooter parking, showers, lockers, drop off/pick up locations
 - ii. Information about the public transport network including bus stops in the area, bicycle network, parking building locations, pedestrian routes from parking building locations and the Transport Centre;
 - iii. Information on other options including car pooling, private e-scooters, and car share schemes such as Uber and Loop.
 - iv. Incentives to promote multi-modal travel to work;
 - v. Details of the how the information will be communicated to staff on an ongoing basis to continually promote multi-modal travel. This could include options such as the provision of a specific internal webpage or platform for staff to access that could include means for arranging carshares etc.
 - vi. Identify triggers for upgrading and/or providing additional on-site end of journey facilities to accommodate travel by walking/cycling/e-bikes etc. such as lockers, showers and parking sites.

53. *The TDMP shall include specific key performance indicators (KPIs) to measure the success in reducing reliance on private vehicles, including:*
 - i. *Targeting at least 29% of trips to work by bus/walk/bike within 3 years of the office activity opening; and*
 - ii. *After year 3, targeting a year-on-year increasing trend of the proportion of trips to work by bus/walk/bike.*
54. *The TDMP shall include the methodology for measuring the KPIs.*
55. *The TDMP shall be made readily available to all staff.*
56. *The Consent Holder shall submit a Monitoring Report commencing 12 months from the occupation of the building and thereafter annually for a period of six years to Council (Manager, City Transportation Unit (or nominee)). The Monitoring Report shall detail the KPIs and identify updates and additional measures needed (condition 52) to ensure the TDMP is maintained and effective in achieving the KPIs.*
57. *The TDMP shall be reviewed and updated at least annually by the Consent Holder.*

Three Waters Conditions

58. *Service connections shall be rationalised on site. Any private pipes and connections not required by the proposed development shall be appropriately disconnected to the satisfaction of the Strategic Development Unit Manager (or nominee). Removal of existing connections shall be done by Council at the consent holder's expense.*

Water

59. *The consent holder shall contact Council's Strategic Development Unit to carry out a Hydraulic assessment (or hydraulic modelling if applicable) at no cost to Council that confirms the building will have sufficient capacity to provide portable use and firefighting protection for the development. Should there not be sufficient hydraulic capacity, then the engineering plans shall include details as to how to meet the demand needs for the building.*

Advice Note: Council's Strategic Development Unit engage Mott McDonald New Zealand Limited to undertake their hydraulic modelling. Please contact Council's Strategic Development Unit to organise an assessment of the hydraulic capacity in the network.

60. *The site shall be provided with a metered water connection. Water supply with sufficient volume and pressure for potable and firefighting services shall be provided in accordance with the building code.*

Wastewater

61. *The existing public wastewater main crossing the site boundary shall be relocated/upgraded as per "Beca drawing 5641519-CA-0200 rev C dated 12.03.20" and to the design standards detailed in Section 5.2.4 of the Regional Infrastructure Technical Specifications.*
62. *The site shall be provided with a wastewater connection of sufficient capacity to handle the expected demand in accordance with the anticipated occupancy of the completed building.*
63. *All building adjacent to the proposed public wastewater main running through the site shall be designed and constructed in accordance with the requirements of Section 5.2.9 of the Regional Infrastructure Technical Specifications, Building Over or Adjacent to Pipelines.*

Stormwater

64. *The finished floor level of the building shall provide for the required freeboard above the top water flood level of the 1% annual exceedance probability event in accordance with the ODP as per 22.5.6(c).*
65. *The stormwater management measure (detention tank and stormwater filter) as outlined in the resource consent application shall be in place and fully operational upon the completion of the development to ensure that stormwater discharge off site is managed in accordance with the Regional Infrastructure Technical Specifications.*
66. *A copy of the operation and maintenance procedures for onsite stormwater management measures shall be submitted at engineering design stage.*
67. *Stormwater secondary flow paths and ponding area shall be shown on the engineering plans. The flow paths shall provide for a storm having a 100-year ARI. The flow paths/ponding area are to be clear of any probable building platform and shall accommodate the rainfall runoff in excess of the stormwater reticulation design capacity and shall be maintained on an ongoing basis.*

Reasons

Under Section 113 of the RMA the reasons for this decision are:

Transportation

Council's Strategic Development Engineer has reviewed the ITA provided by the applicant and is supportive of the proposal to move the entranceway south. A relocated vehicle crossing further south gives better visibility to the Tristram/Pembroke roundabout and will provide better separation with the pedestrian refuge crossing and turning vehicles. The proposal also increases the available queuing space within the flush medium for vehicles turning right into southern carpark, ensuring there is no queuing in the transport corridor should more than one vehicle need to turn into the site.

Overall:

Subject to the above conditions, the proposal is not contrary to the relevant objectives and policies of the Operative District Plan.

Having regard to section 104(1)(a) of the Act, the actual and potential adverse effects on the environment of granting consent are acceptable as the proposal is consistent with the relevant assessment criteria and promotes the sustainable management of natural and physical resources.

Yours sincerely,



GRANT KETTLE
PLANNING GUIDANCE UNIT MANAGER

For more information please contact:

Brent Cryer

Council Building

Garden Place, Hamilton

Phone: 07 838 6699

Email: brent.cryer@hcc.govt.nz

Website: www.hamilton.co.nz

**FINAL APPROVED
RESOURCE CONSENT PLANS**
File # : 010.2020.10881.005
Date of Consent: 26 October 2021

- LEGEND:**
- PROPERTY BOUNDARY
 - EXISTING CONTOURS
 - - - EXISTING FENCE
 - EXISTING RETAINING WALL
 - CONCRETE RESIDENTIAL BROOM FINISH
 - ASPHALT INDUSTRIAL
 - GREEN LANDSCAPING
 - EXISTING CATCHPIT

TRISTRAM STREET

CONTRACTOR TO LOCATE AND SURVEY EXISTING CONNECTION TO HCC NETWORK INCLUDING PIPE TYPE AND DIAMETER, INVERT LEVELS ETC

EXISTING KERB CUT DOWN TO BE REPLACED WITH KERB AND CHANNEL AND FOOTPATH/BERM MODIFIED ACCORDINGLY.

7.5m
AS PER RITS D3.3.1

CONTRACTOR TO CONSTRUCT PAVEMENT OVERLAY TO MATCH INTO EXISTING SITE LEVELS.

CONTRACTOR TO ALLOW FOR REPLACEMENT OF EXISTING CATCHPITS IF IN POOR CONDITION OR IF DOES NOT SUITABLY ALIGN WITH SURFACE FEATURES. CONFIRM ON SITE. IF EXISTING CATCHPITS ARE TO BE RETAINED THEN CONSTRUCT A NEW CONCRETE APRON TO THE EXISTING CATCHPIT AND MODIFY THE GRATE LEVEL TO MATCH CATCHPIT DETAIL ON DRAWING CA-0302.

**Received
PLANNING GUIDANCE
28 SEPTEMBER 2021**

ALL ROAD MARKINGS AND SIGNAGE TO BE IN ACCORDANCE WITH MOTSAM PART 2.

TOP OF WALL RL = 41.98
BOTTOM OF WALL RL = 38.61

TOP OF WALL RL = 41.95
BOTTOM OF WALL RL = 39.20

TOP OF WALL RL = 40.73
BOTTOM OF WALL RL = 39.97

**FOR INFORMATION
NOT FOR CONSTRUCTION**

No.	Revision	By	Chk	Appd	Date
A	FOR INFORMATION				

Drawing Originator
Beca

Original Scale (A1)	Design	BS	02.10.20	Approved For Construction*
1:100	Drawn	SB	10.02.21	Date
Reduced Scale (A3)	Day Verifier			
1:200	Day Check			

Client
TAINUI GROUP HOLDINGS

Project
PROJECT HAUATA - TGH AND ACC COLLINGWOOD DEVELOPMENT

Title
PROPOSED ALTERNATE CAR PARK PLAN

Discipline	CIVIL ENGINEERING
Drawing No.	5641519-SK-2020
Rev.	A

**FINAL APPROVED
RESOURCE CONSENT PLANS**
File # : 010.2020.10881.005
Date of Consent: 26 October 2021

LEGEND:

---	PROPERTY BOUNDARY
---	EXISTING CONTOURS
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28 SEPTEMBER 2021**

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CONTRACTOR TO LOCATE AND SURVEY
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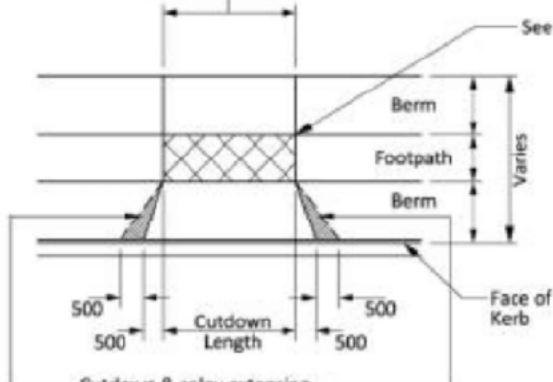
EXISTING KERB CUT DOWN TO BE
REPLACED WITH KERB AND CHANNEL AND
FOOTPATH/BERM MODIFIED ACCORDINGLY.

7.5m
AS PER RITS D3.3.1

CONTRACTOR TO CONSTRUCT
PAVEMENT OVERLAY TO MATCH INTO
EXISTING SITE LEVELS.

CONTRACTOR TO ALLOW FOR REPLACEMENT
OF EXISTING CATCHPITS IF IN POOR
CONDITION OR IF DOES NOT SUITABLY ALIGN
WITH SURFACE FEATURES. CONFIRM ON
SITE. IF EXISTING CATCHPITS ARE TO BE
RETAINED THEN CONSTRUCT A NEW
CONCRETE APRON TO THE EXISTING
CATCHPIT AND MODIFY THE GRATE LEVEL TO
MATCH CATCHPIT DETAIL ON DRAWING
CA-0302.

Crossing Width
• 3000 min./5500 max. - Residential Vehicle Crossing
• 5000 min./7500 max. - Commercial/Industrial Vehicle Crossing
• 1800 min./2400 Des. - Pedestrian Cut Down



RITS D3.3.3

ALL ROAD MARKINGS AND SIGNAGE TO BE IN
ACCORDANCE WITH MOTSAM PART 2.

TOP OF WALL RL = 41.98
BOTTOM OF WALL RL = 38.61

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BOTTOM OF WALL RL = 39.20

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BOTTOM OF WALL RL = 39.97

25.14.4.1 Vehicle Crossings and Internal Vehicle Access

Separation Distances

a) Distance
between
vehicle
crossings on
the same
transport
corridor
frontage

i. Where the posted speed of the adjoining road is 60km/h or less the distance between vehicle crossings on the same side of the road shall be either:

- Less than 2m (provided no more than 2 vehicle crossings adjoin each other); or
- More than 7.5m

ii. Where the posted speed of the adjoining road is more than 60km/h the distance between vehicle crossings on either side of the road shall meet the relevant separation requirements in the below table; or

Posted speed limit of adjoining transport corridor	Minimum distance between vehicle crossings
60 km/h and under	7.5m
70 km/h	40m
80 km/h	100m
90 km/h	200m
100 km/h	200m

iii. On local roads with a posted speed of 50km/h or less where compliance with i. or ii. above cannot be achieved as part of any land use activity the proposed vehicle crossing shall be separated as far as possible from any other existing or proposed crossing.

**FOR INFORMATION
NOT FOR CONSTRUCTION**

No.	Revision	By	Chk	Appd	Date
A	FOR INFORMATION				

Drawing Originator
Beca

Original Scale (A1)	Design	BS	02.10.20	Approved For Construction*
1:100	Drawn	SB	10.02.21	Date
Reduced Scale (A3)	Day Verifier			
1:200	Day Check			

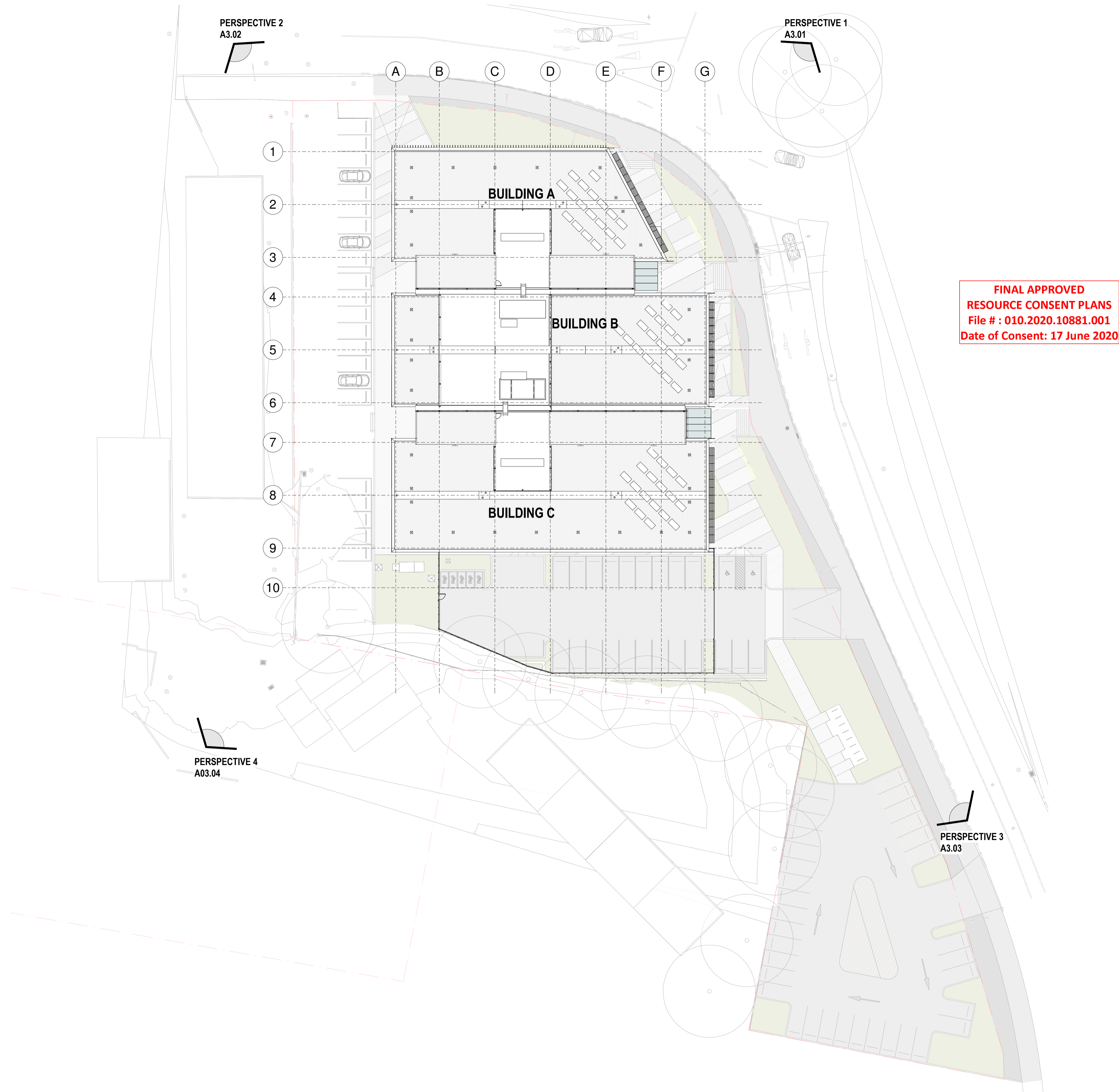
* Refer to Revision 1 for Original Signature

Client
TAINUI GROUP HOLDINGS

Project
PROJECT HAUATA - TGH AND ACC
COLLINGWOOD DEVELOPMENT

Title
PROPOSED
ALTERNATE CAR PARK
PLAN

Discipline
CIVIL ENGINEERING
Drawing No.
5641519-SK-2020
Rev.
A

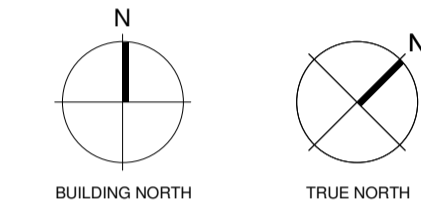


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Revisions

B 13.12.2019	CONCEPT ISSUE
C 28/02/2020	PRELIMINARY DESIGN
D 06/03/2020	UPDATED PRELIMINARY DESIGN
E 12/03/2020	RESOURCE CONSENT
F 13/03/2020	PRELIMINARY DESIGN
G 13/03/2020	PRELIMINARY DESIGN
H 01/05/2020	RESOURCE CONSENT UPDATE

Notes



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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

PROPOSED SITE PLAN

Drawing Status

DEVELOPED DESIGN

Drawing Details

Scale	1 : 300 @ A1
Date	01/05/2020
Job No	9057
Drawn	WAM
Checked	JH/DM

Drawing No

A01.01

Revision

(H)

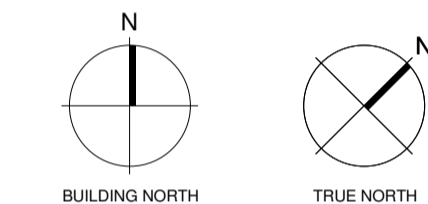


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F 13/03/2020	PRELIMINARY DESIGN
G 13/03/2020	PRELIMINARY DESIGN
H 01/05/2020	RESOURCE CONSEN UPDATE

Notes



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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

L00 GA FLOOR PLAN

Drawing Status

BUILDING CONSENT

Drawing Details

Scale	1 : 200 @ A1, 1 : 200 @ A3
Date	01/05/2020
Job No	9051
Drawn	WAM
Checked	JH/DM

Drawing No

A08.00

Revision

(H)

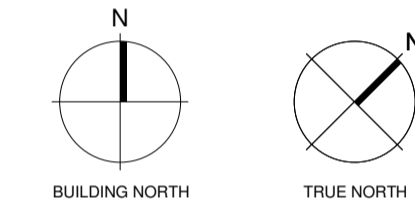
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Revisions

A	27.11.2019	CONCEPT 100% ISSUE
B	13.12.2019	CONCEPT ISSUE
C	28/02/2020	PRELIMINARY DESIGN
D	06/03/2020	UPDATED PRELIMINARY DESIGN
E	12/03/2020	RESOURCE CONSENT

Notes

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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

L01 GA FLOOR PLAN

Drawing Status

RESOURCE CONSENT

Drawing Details

Scale 1 : 200 @ A1, 1 : 200 @ A3
Date 12/03/2020
Job No 9057
Drawn WAM
Checked JH/DM

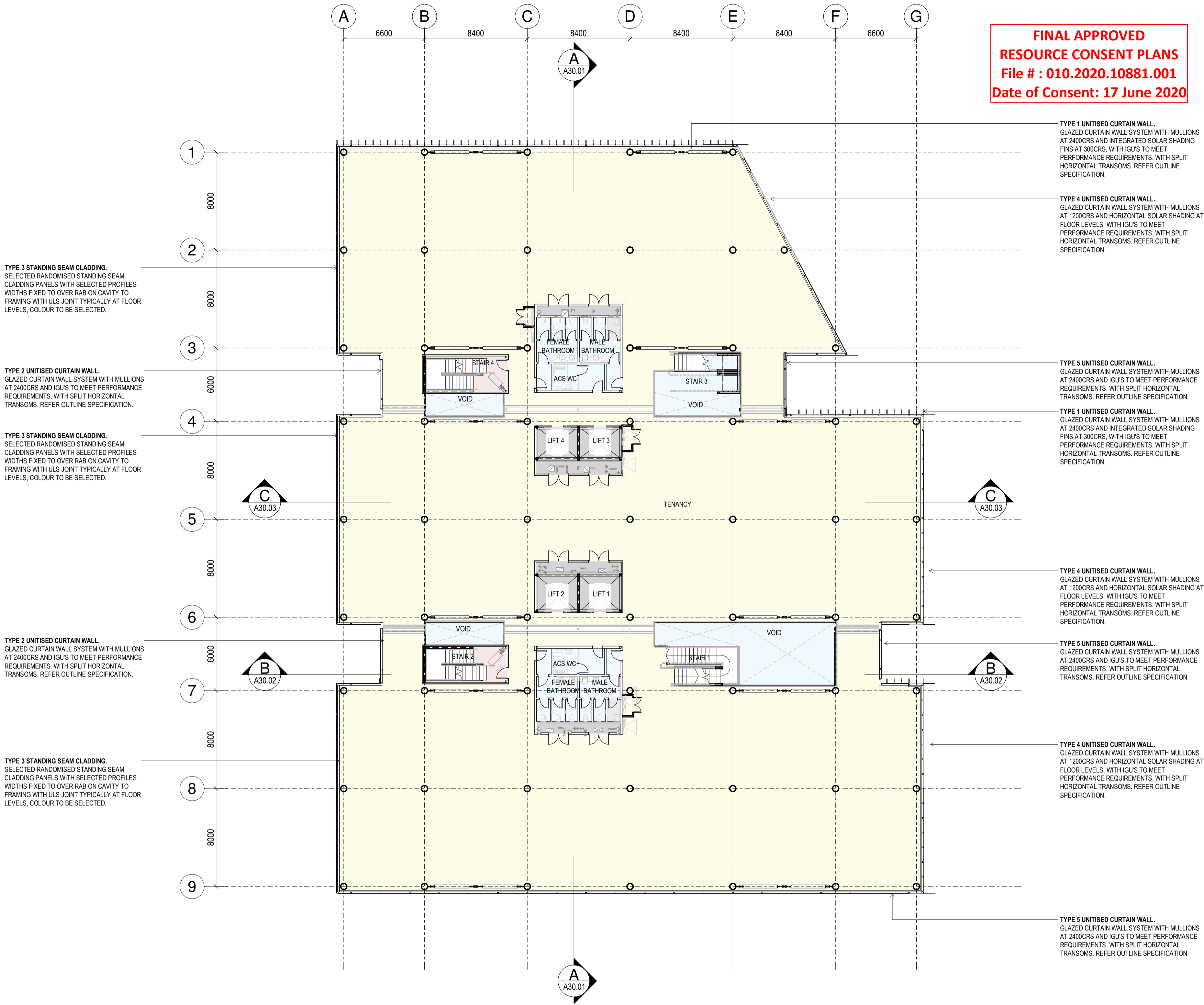
Drawing No

A08.01

Revision

E

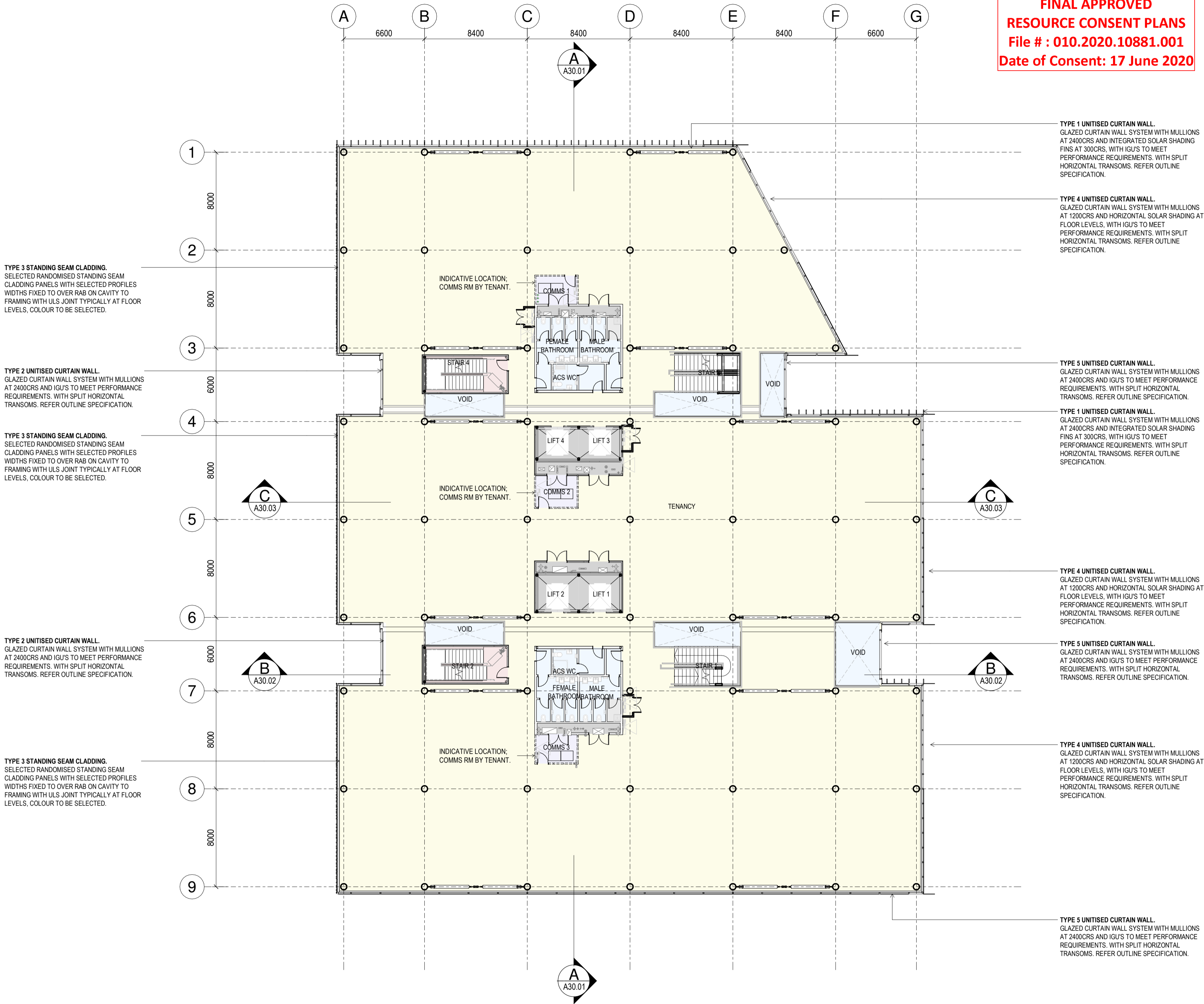
FINAL APPROVED
RESOURCE CONSENT PLANS
File # : 010.2020.10881.001
Date of Consent: 17 June 2020



LEVEL 01 GA FLOOR PLAN

1 : 200

FINAL APPROVED
RESOURCE CONSENT PLANS
File # : 010.2020.10881.001
Date of Consent: 17 June 2020



LEVEL 02 GA FLOOR PLAN

1 : 200

AREA SCHEDULE (GROSS...		
Level	GFA	Name
L-00	213 m²	BASE BUILD
L-00	95 m²	COMMON AREA
L-00	22 m²	MAIN TENANCY EXCL LOBBY
L-00	1230 m²	MAIN TENANCY NLA AREA
L-00	383 m²	TENANCY 1
	1943 m²	
L-01	113 m²	BASE BUILD
L-01	2399 m²	MAIN TENANCY NLA AREA
L-01	94 m²	VOID
	2606 m²	
L-02	113 m²	BASE BUILD
L-02	2414 m²	MAIN TENANCY NLA AREA
L-02	79 m²	VOID
	2606 m²	
L-03	113 m²	BASE BUILD
L-03	2414 m²	MAIN TENANCY NLA AREA
L-03	79 m²	VOID
	2607 m²	
L-04	139 m²	BASE BUILD
	139 m²	

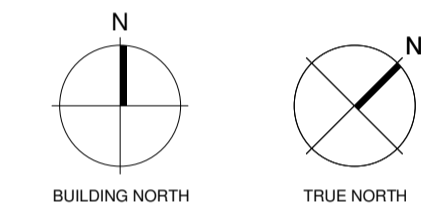
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Revisions

A 27.11.2019 CONCEPT 100% ISSUE
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Notes

—



Consultants

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Project Manager
BECA
Structural Engineer
BECA
Mechanical Engineer
BECA
Fire Engineer
BECA
Electrical Engineer

Client

—
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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

—
L02 GA FLOOR PLAN

Drawing Status

—
RESOURCE CONSENT

Drawing Details

Scale 1 : 200 @ A1, 1 : 200 @ A3
Date 12/03/2020
Job No 9057
Drawn WAM
Checked JH/DM

Drawing No

—
A08.02

Revision

—
E

FINAL APPROVED
RESOURCE CONSENT PLANS
File # : 010.2020.10881.001
Date of Consent: 17 June 2020

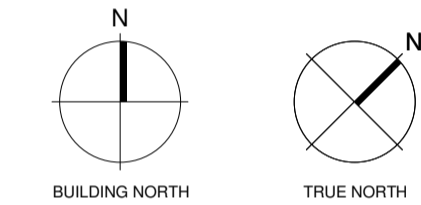
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Revisions

A 27.11.2019 CONCEPT 100% ISSUE
B 13.12.2019 CONCEPT ISSUE
C 28/02/2020 PRELIMINARY DESIGN
D 06/03/2020 UPDATED
PRELIMINARY DESIGN
E 12/03/2020 RESOURCE CONSENT

Notes

—



Consultants

TAYLOR COLEMAN
Project Manager
BECA
Structural Engineer
BECA
Mechanical Engineer
BECA
Fire Engineer
BECA
Electrical Engineer

Client

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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

L03 GA FLOOR PLAN

Drawing Status

RESOURCE CONSENT

Drawing Details

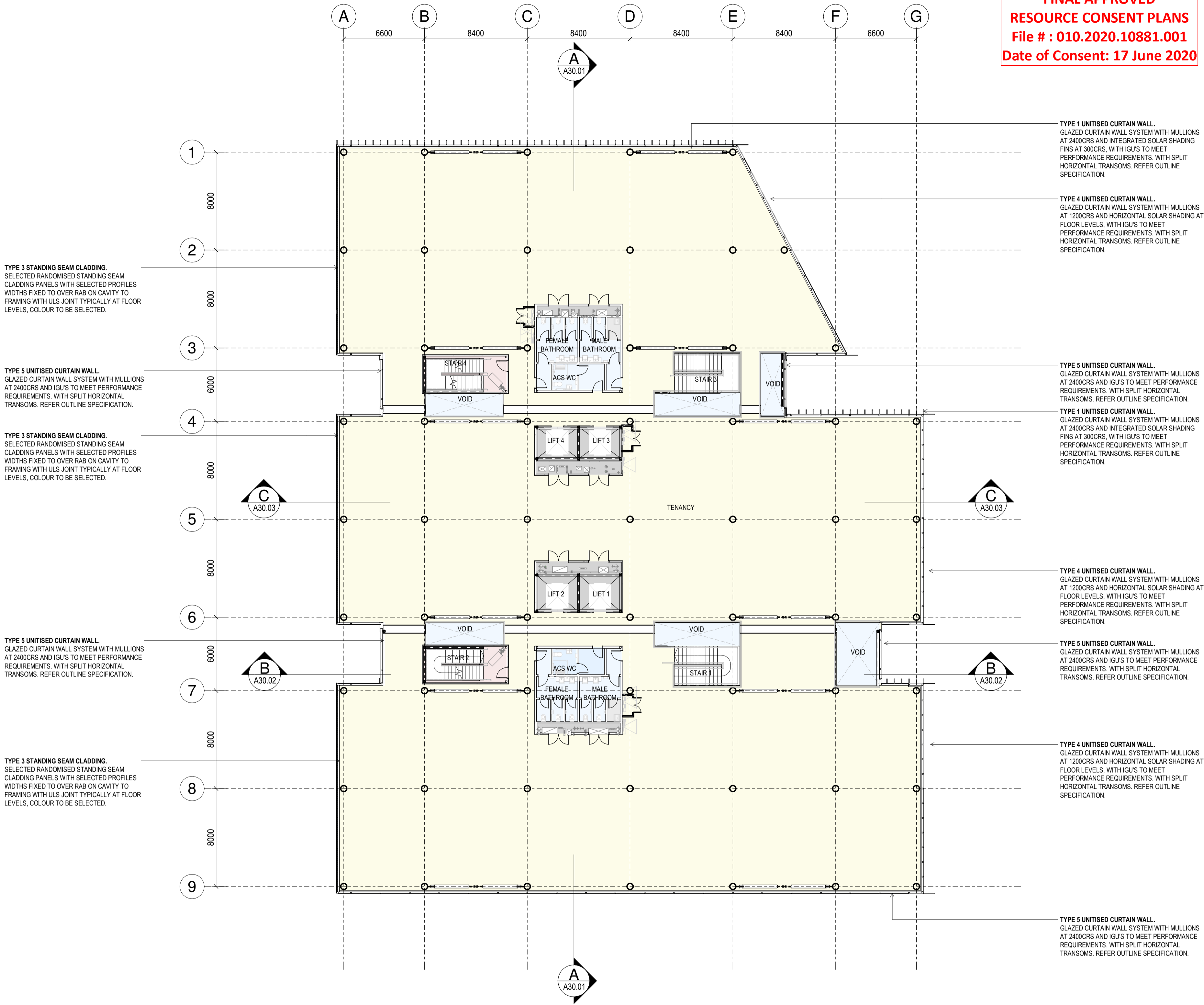
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Date 12/03/2020
Job No 9057
Drawn WAM
Checked JH/DM

Drawing No

A08.03

Revision

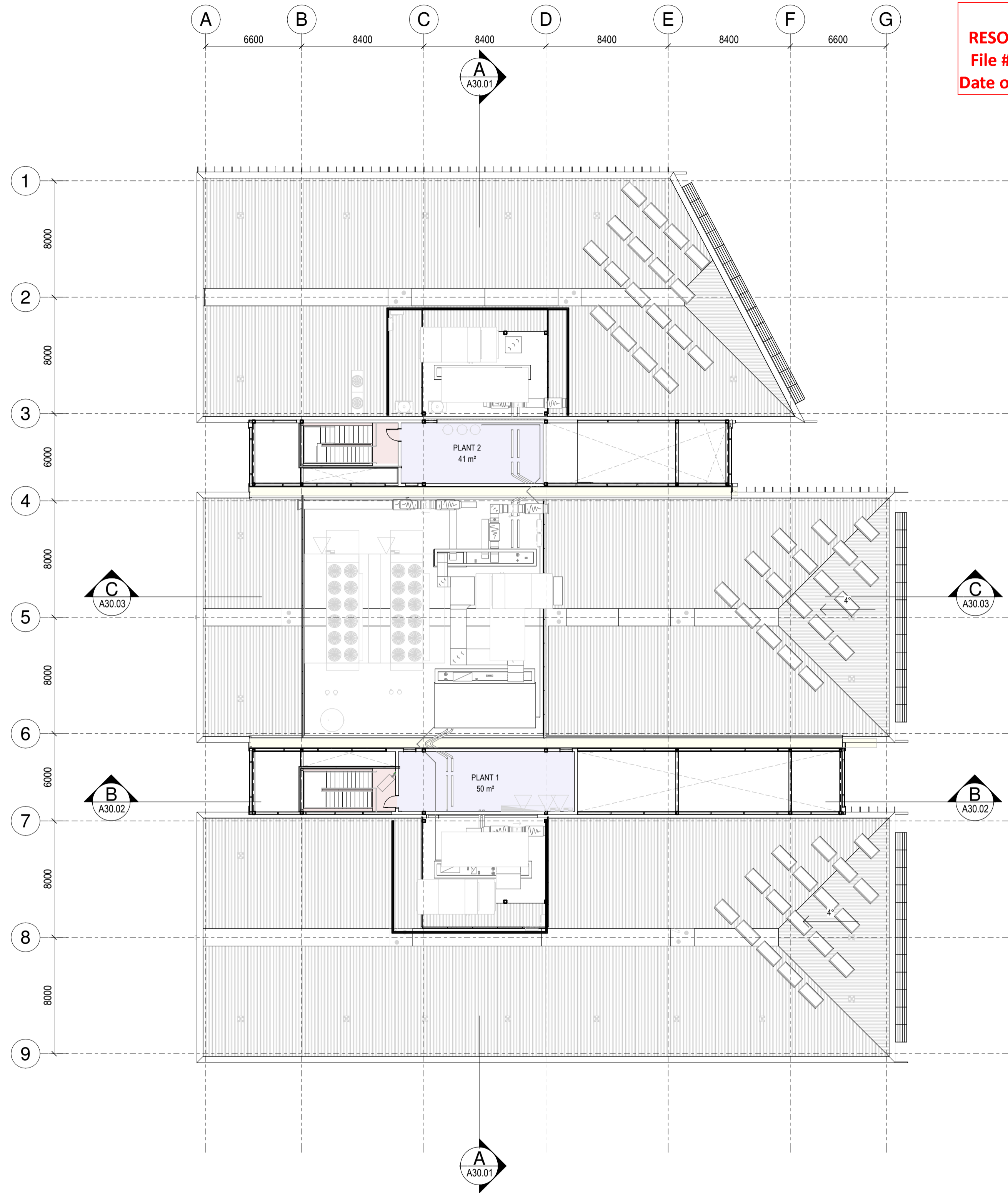
E



LEVEL 03 GA FLOOR PLAN

1 : 200

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File # : 010.2020.10881.001
Date of Consent: 17 June 2020



LEVEL 04 GA FLOOR PLAN

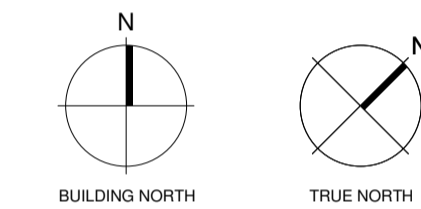
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E 12/03/2020 PRELIMINARY DESIGN
E 12/03/2020 RESOURCE CONSENT

Notes



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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

L04 GA FLOOR PLAN

Drawing Status

RESOURCE CONSENT

Drawing Details

Scale 1 : 200 @ A1, 1 : 200 @ A3
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Job No 9057
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Checked JH/DM

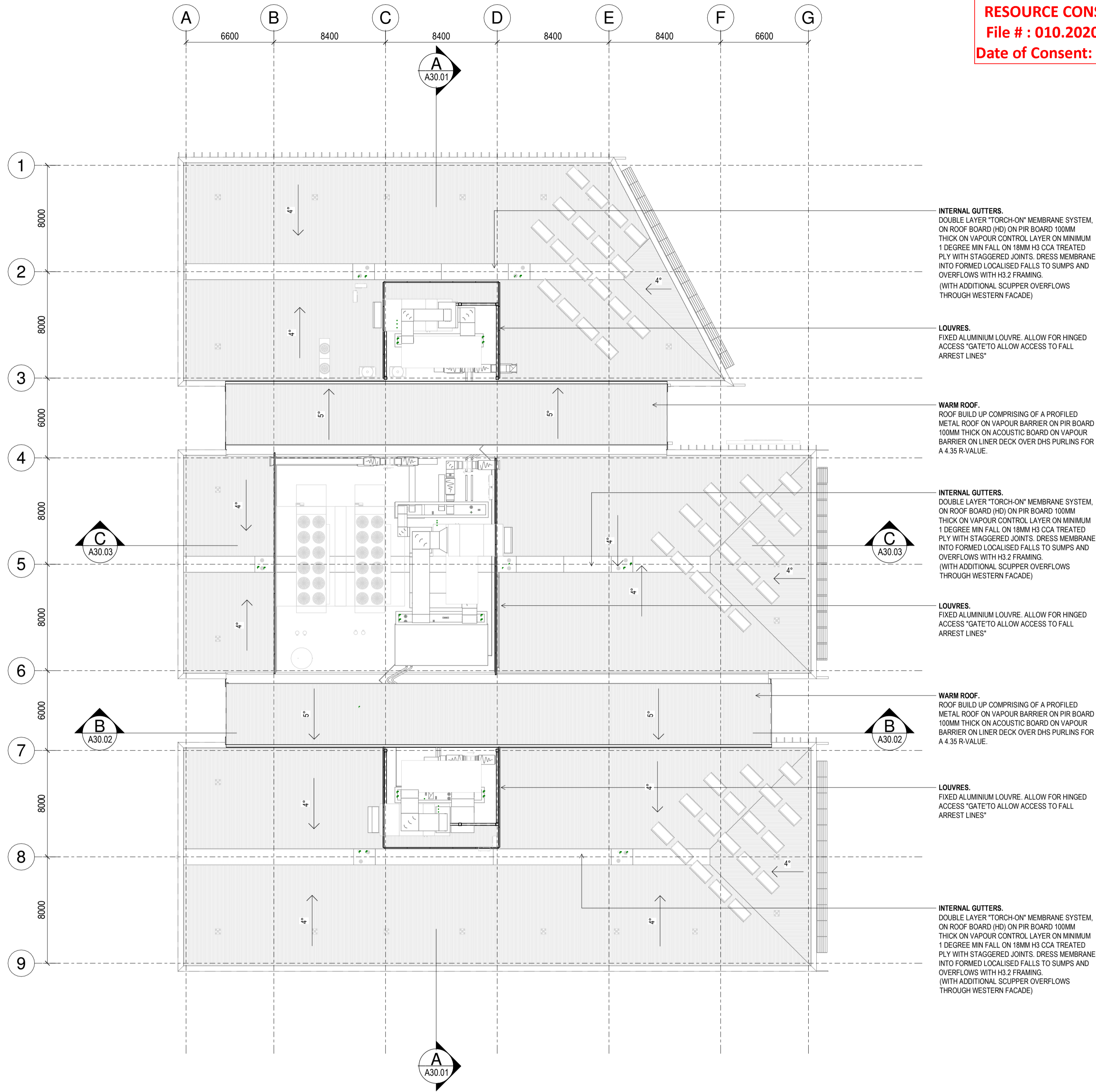
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A08.04

Revision

E

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File # : 010.2020.10881.001
Date of Consent: 17 June 2020



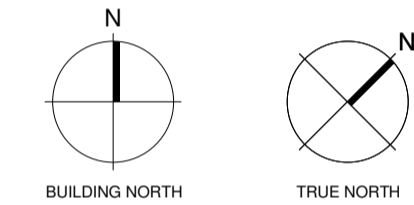
PLANT GA ROOF PLAN
NTS

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Revisions

A	28/02/2020	PRELIMINARY DESIGN
B	06/03/2020	UPDATED PRELIMINARY DESIGN
C	12/03/2020	RESOURCE CONSENT

Notes



Consultants

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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

GA ROOF PLAN

Drawing Status

RESOURCE CONSENT

Drawing Details

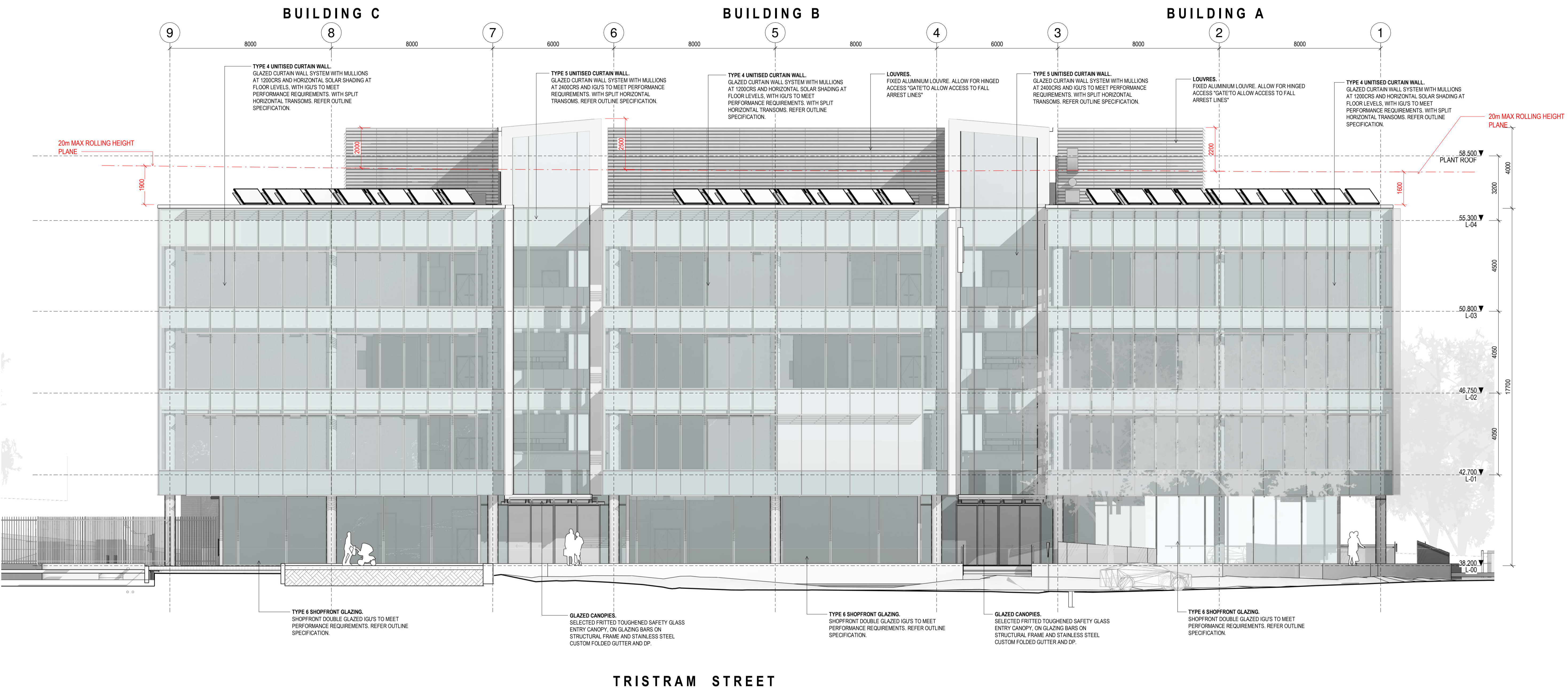
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Checked JH/DM

Drawing No

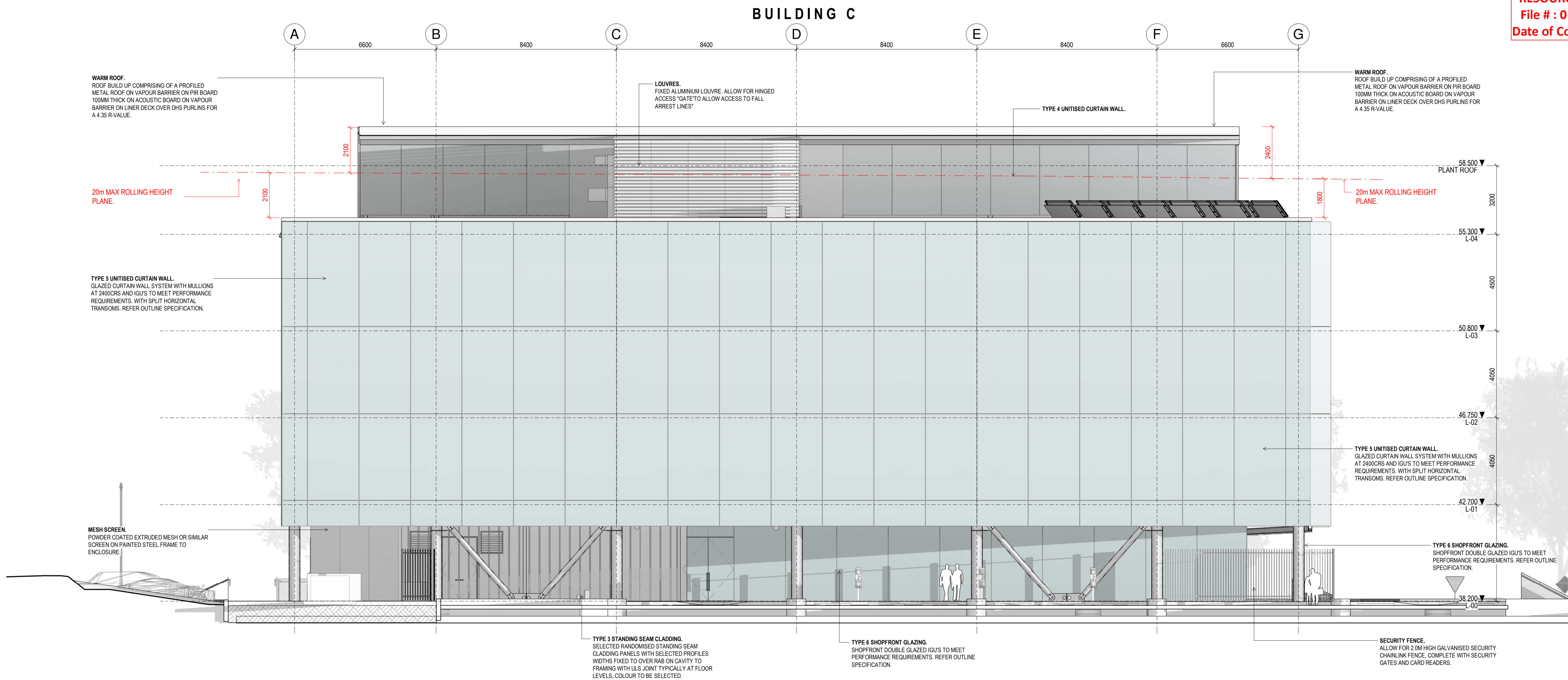
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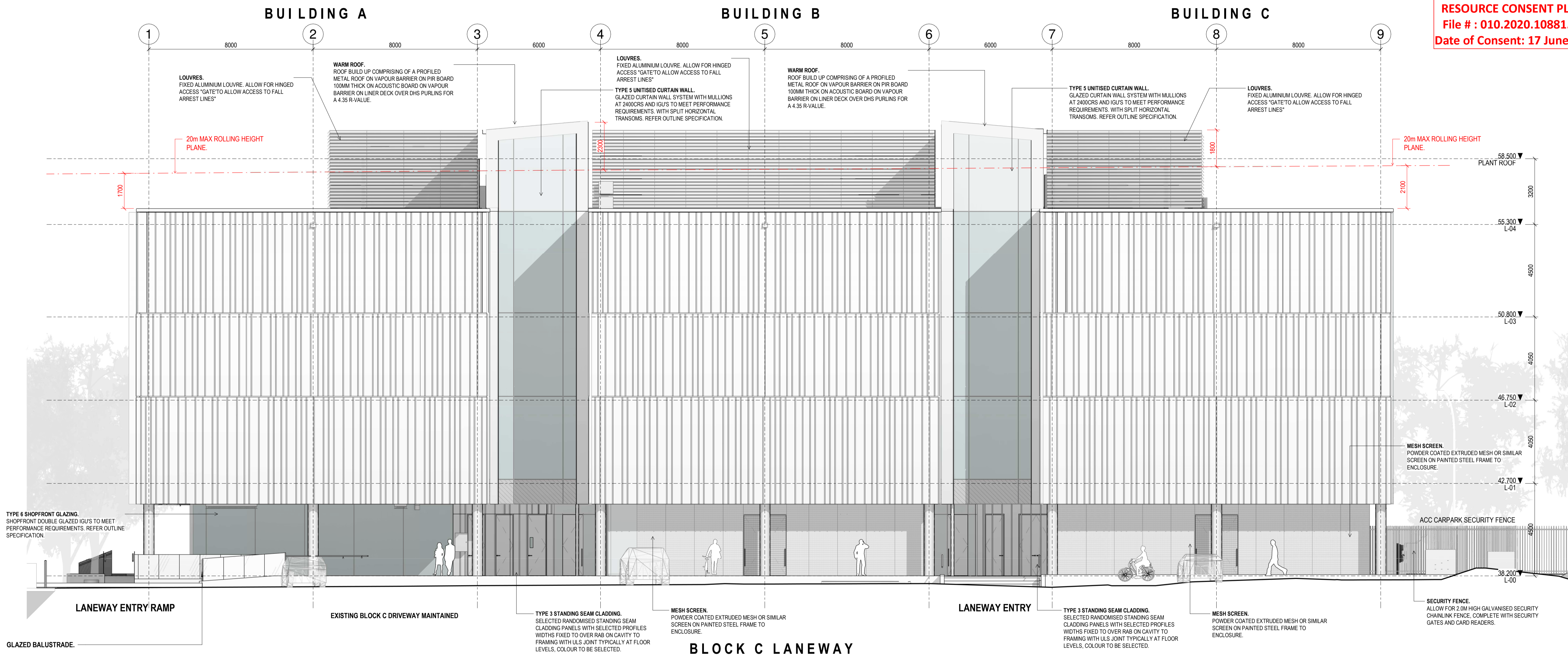
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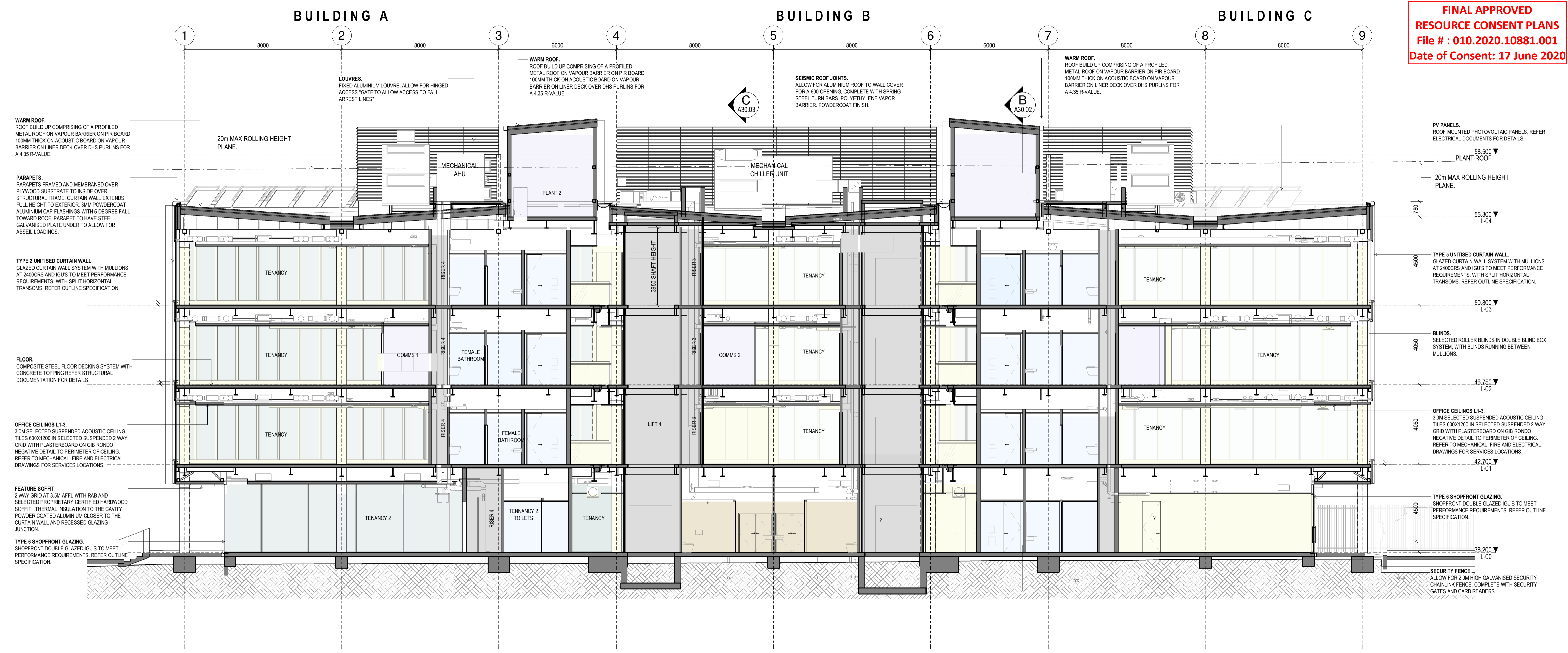
C











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Revisions	
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D 06/03/2020	UPDATED PRELIMINARY DESIGN
E 12/03/2020	RESOURCE CONSENT

Notes

Consultants	
TAYLOR COLEMAN Project Manager	BECA Structural Engineer
BECA Fire Engineer	BECA Mechanical Engineer
BECA Electrical Engineer	BOFFA MISKELL Landscape Architect
BECA Geotech Engineer	BECA Town Planning

Client

**TAINUI
GROUP HOLDINGS**

Project Title
**PROJECT HAUATA TGH
- ACC**

179 COLLINGWOOD STREET
HAMILTON

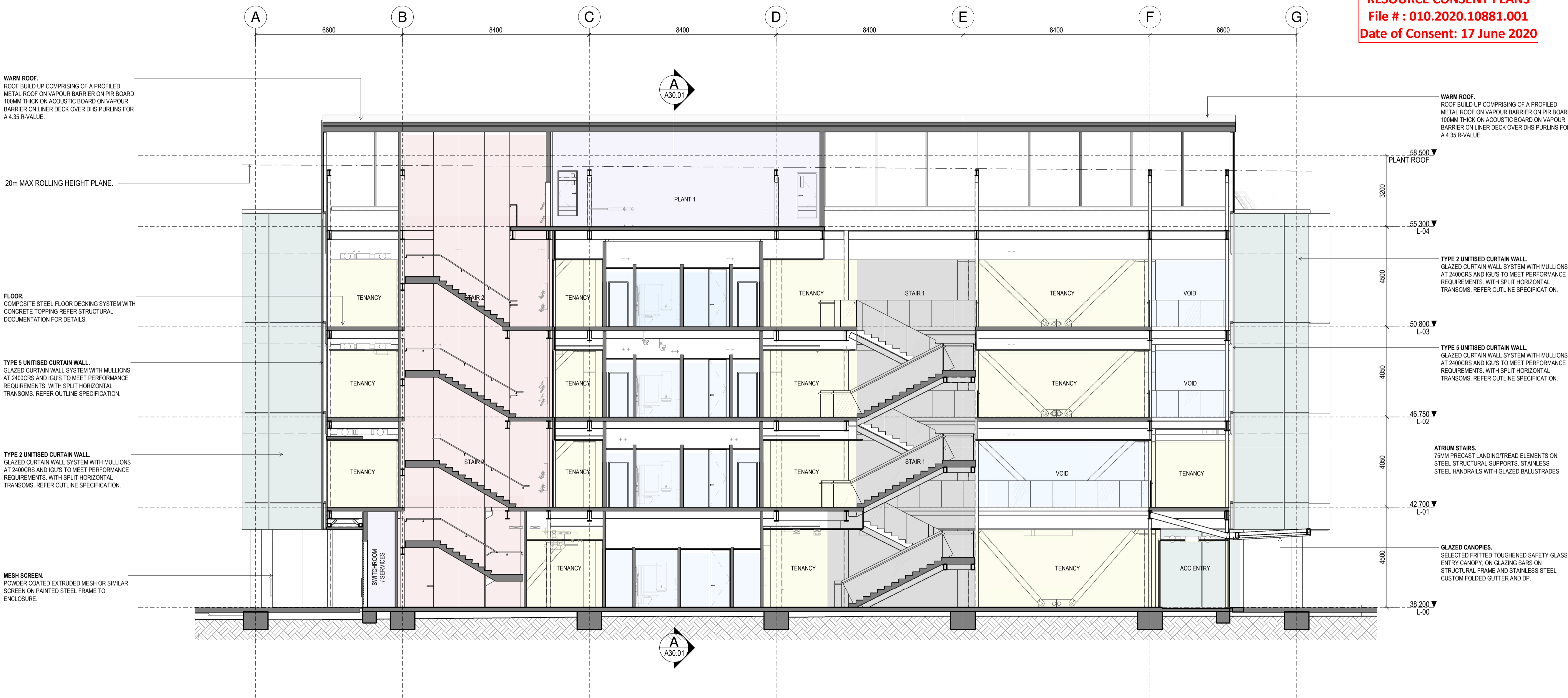
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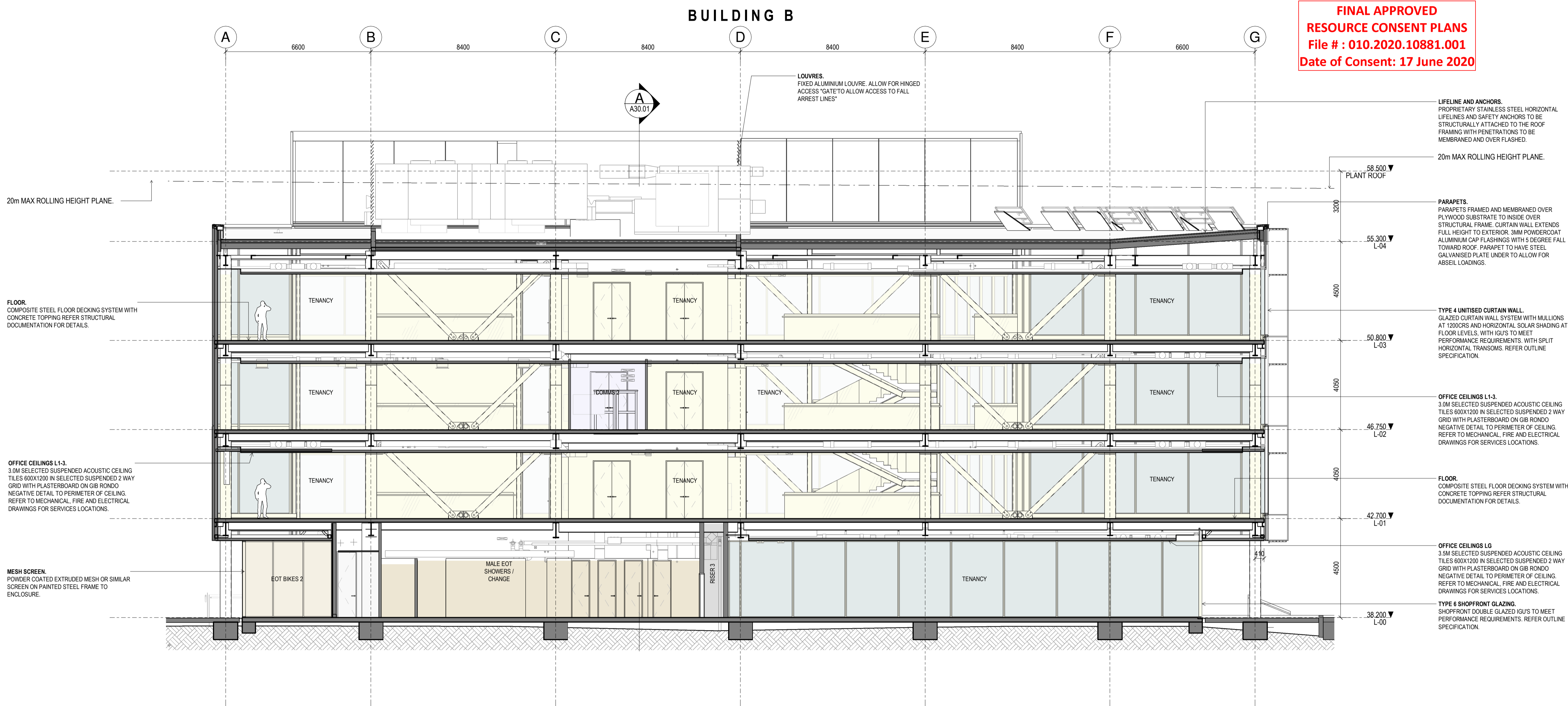
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SECTION A

Drawing Status
RESOURCE CONSENT

Drawing Details	
Scale	1 : 100@ A1
Date	12/03/2020
Job No	9057
Drawn	WAM
Checked	JH/DM
Drawing No	
A30.01	
Revision	
E	

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File # : 010.2020.10881.001
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Notes

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Project Title

**PROJECT HAUATA TGH
- ACC**

179 COLLINGWOOD STREET
HAMILTON

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Drawing Title

SECTION C

Drawing Status

RESOURCE CONSENT

Drawing Details

Scale	1 : 100@ A1
Date	12/03/2020
Job No	9057
Drawn	WAM
Checked	JH/DM

Drawing No

A30.03

Revision

E

MASTERPLAN

KEY

- 1 Site Access - Steps
- 2 Site Access - Ramp
- 3 Site Access - Vehicle
- 4 Shared Path (3 metres wide)
- 5 Shared Path (2.5 metres wide)
- 6 Security Fence
- 7 Northern Car Park
2 Accessible Car Parks, 3 Car Parks
- 8 Security Fenced Car Park
19 Car Parks, 5 Motorbike/Scooter Parks
- 9 Southern Car Park
6 Pick-up/Drop-off Car Parks, 28 Car Parks, 1 Loading Zone
- 10 Bike Racks
16 Visitor Bike Parks
- 11 Specimen Trees
- 12 Planting

**FINAL APPROVED
RESOURCE CONSENT PLANS
File # : 010.2020.10881.001
Date of Consent: 17 June 2020**





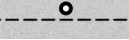
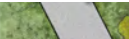


MASTERPLAN

FINAL APPROVED
RESOURCE CONSENT PLANS
File # : 010.2020.10881.001
Date of Consent: 17 June 2020

KEY

- ① Site Access - Steps
 - ② Site Access - Ramp
 - ③ Site Access - Vehicle
 - ④ Shared Path (3 metres wide)
 - ⑤ Car Park
 - ⑥ Security Fence
 - ⑦ Seating
 - ⑧ Retaining Wall
 - ⑨ Existing Light Pole to be retained
 - ⑩ Existing Sign to be retained
 - ⑪ Existing Sign to be relocated
 - ⑫ Existing Footpath to be upgraded
 - ⑬ Existing Street Planting to be retained
- No structures, steps or walls to be built outside of the site boundary.
- P** Public Area
 40 m² Minimum Requirement
 Shown
 8.4 metres x 4.8 metres

LEGEND

-  Exposed Aggregate Concrete
Firth 'Manorfield' Aggregate
-  Exposed Aggregate Concrete
Firth 'Mountain Burst' Aggregate
-  Line of Building Over
-  Planting
-  Specimen Trees
-  Visualisation Viewpoints



LEVELS

LEGEND

 Indicative Spot Heights

**FINAL APPROVED
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File # : 010.2020.10881.001
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LANDSCAPE DESIGN 3D RENDERS

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RESOURCE CONSENT PLANS**
File # : 010.2020.10881.001
Date of Consent: 17 June 2020



VIEWPOINT A

LOCATION PLAN



VIEWPOINT B

PRECEDENT PROJECTS



Modus Vibhavadi
by Kernel Design



Yueyuan Courtyard



Vanke Hefei Light of the City
by ASPECT-Studios



TROP Landscape Design

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RESOURCE CONSENT PLANS
File # : 010.2020.10881.001
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MATERIAL PALETTE



INSITU CONCRETE
Exposed aggregate finish.
Firth 'Mountain Burst' and 'Manorfield' aggregate.
Wintec Rotokauri Campus



INSITU CONCRETE
Exposed aggregate finish.



NATIVE PLANT PALETTE
Xanthe White Design.
Native Gardens



NATIVE PLANT PALETTE
Xanthe White Design.
Native Gardens



SEATING
Complimentary seating, utilising natural timbers and steel, to tie in with buildings architecture.
Octavia seat by Streetscape



LIGHTING
Tree spot lights with a black powder-coated finish.
Wintec Rotokauri Campus

Note: Refer to Landscape Outline Specification for Details.

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RESOURCE CONSENT PLANS
File # : 010.2020.10881.001
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SITE FURNITURE PALETTE



Note: Refer to Landscape Outline Specification for Details.

by Streetscape

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PLANT PALETTE

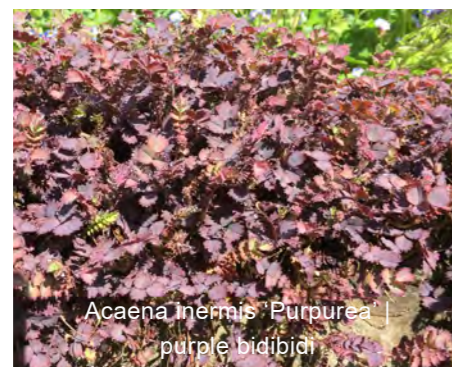
Trees



Shrubs



Sedges Grasses Groundcovers



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PLANT PALETTE

PLANT SCHEDULE

Botanical name	Common name	Size	Centres	Anticipated mature size (height x spread)
Specimen trees				
Cordyline australis	cabbage tree	45 L	3 m	8 x 3 m
Knightia excelsa	rewarewa	45 L	3 m	12 x 4 m
Podocarpus totara	totara	45 L	6 m	12 x 9 m
Rhopalostylis sapida	nikau	45 L	3 m	5 x 3 m
Sophora microphylla	kowhai	45 L	4.5 m	8 x 5 m
Shrubs, grasses, sedges and groundcovers				
Acaena inermis 'Purpurea'	purple bidibidi	2 L	0.3 m	0.1 x 1 m
Arthropodium cirratum	rengarenga	2 L	0.5 m	0.6 x 0.5 m
Chionochloa flavicans	dwarf toe toe	2 L	0.75 m	1 x 1 m
Dianella nigra	turutu	2 L	0.5 m	0.5 x 1 m
Doodia australis	pukupuku fern	2 L	0.3 m	0.3 x 0.5 m
Hebe 'Wiri Mist	hebe	2 L	0.5 m	0.6 x 0.75 m
Libertia grandiflora	New Zealand iris	2 L	0.3 m	0.4 x 0.4 m
Lobelia angulata	panakenake	2 L	0.3 m	0.1 x 3 m
Muehlenbeckia axillaris	creeping wire vine	2 L	0.3 m	0.2 x 1 m
Phormium cookianum 'Emerald Green'	flax cultivar	2 L	0.75 m	1 x 1 m

IMPLEMENTATION PROGRAMME

Planting will be undertaken in the months between April and October, after a period of sustained rainfall that makes the soil adequately moist. Work will only be undertaken when the weather is suitable, i.e. mild, calm and moist, and when the ground is moist and workable. All planting operations will be suspended during periods of severe frosts, waterlogging, drought or persistent drying winds.

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Notes



Consultants

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Structural Engineer
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Client

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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

PERSPECTIVE 1

Drawing Status

RESOURCE CONSENT

Drawing Details

Scale	1 : 1 @ A1,	1 : 1 @ A3
Date	12/03/2020	
Job No	9057	
Drawn	WAM	
Checked	JH/DM	

Drawing No

A03.01

Revision

E

NORTH EAST PERSPECTIVE

1:1

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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

PERSPECTIVE 2

Drawing Status

RESOURCE CONSENT

Drawing Details

Scale	1 : 1 @ A1,	1 : 1 @ A3
Date	12/03/2020	
Job No	9057	
Drawn	WAM	
Checked	JH/DM	

Drawing No

A03.02

Revision

E

NORTH WEST PERSPECTIVE

1:1

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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

PERSPECTIVE 3

Drawing Status

RESOURCE CONSENT

Drawing Details

Scale	1 : 1 @ A1,	1 : 1 @ A3
Date	12/03/2020	
Job No	9057	
Drawn	WAM	
Checked	JH/DM	

Drawing No

A03.03

Revision

E

SOUTH EAST PERSPECTIVE

1:1

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RESOURCE CONSENT PLANS
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Revisions

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Project Title

PROJECT HAUATA
TGH - ACC

179 COLLINGWOOD STREET
HAMILTON

Drawing Title

PERSPECTIVE 4

Drawing Status

RESOURCE CONSENT

Drawing Details

Scale	1 : 1 @ A1,	1 : 1 @ A3
Date	12/03/2020	
Job No	9057	
Drawn	WAM	
Checked	JH/DM	

Drawing No

A03.04

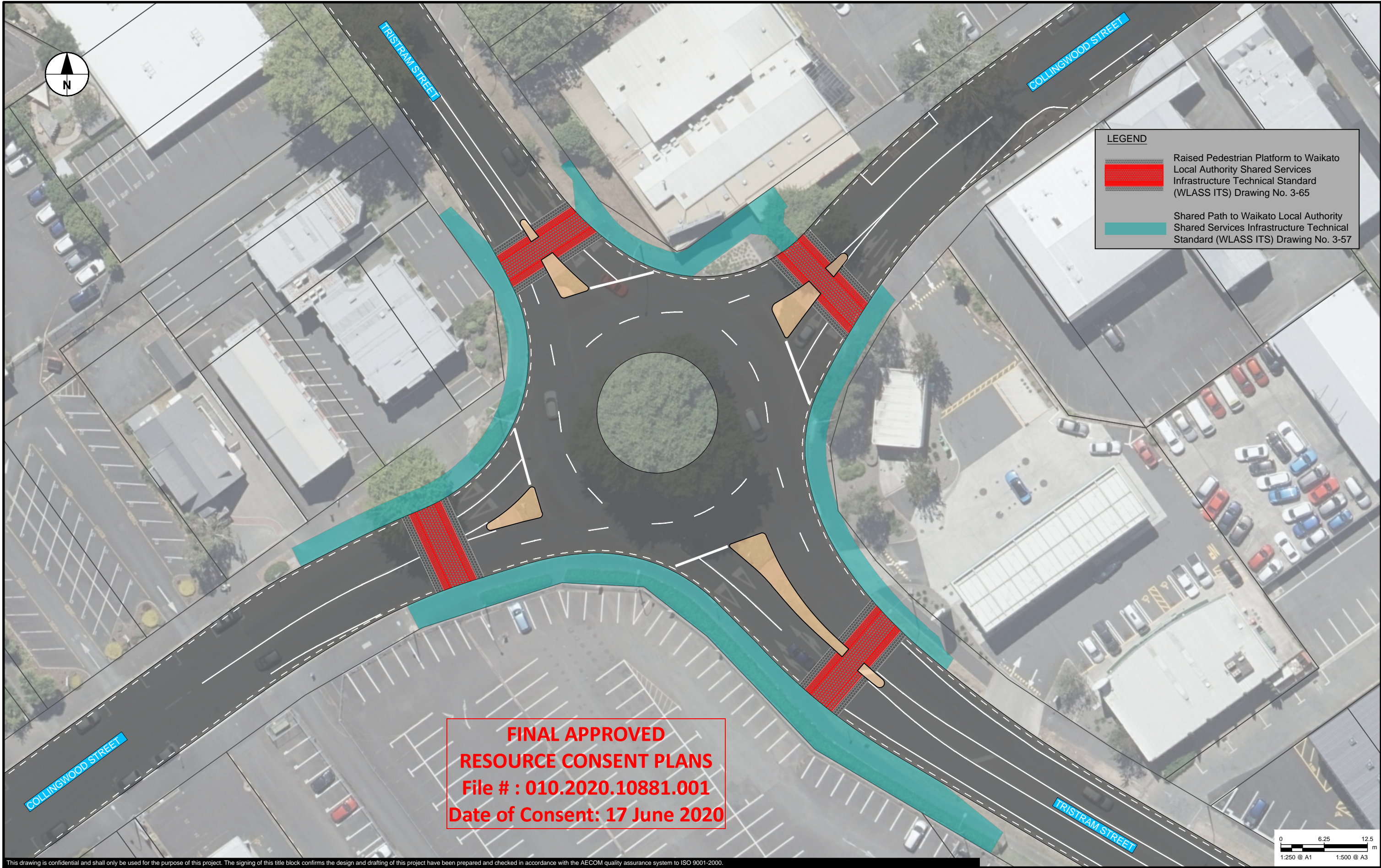
Revision

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SOUTH WEST PERSPECTIVE

1:1

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RESOURCE CONSENT PLANS
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AECOM

CONSULTANT
AECOM New Zealand Pty Ltd
www.aecom.com

PROJECT
HAMILTON CITY COUNCIL
TRISTRAM STREET ACC
ROUNDBOUT



CLIENT
AECOM New Zealand Pty Ltd
www.aecom.com

CONSULTANT

REGISTRATION
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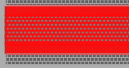

PROJECT MANAGEMENT INITIALS

GW	MJT	-
DESIGNER	CHECKED	APPROVED

PROJECT DATA

DATUM		SURVEY	
-------	--	--------	--

LEGEND

-  Raised Pedestrian Platform to Waikato Local Authority Shared Services Infrastructure Technical Standard (WLAAS ITS) Drawing No. 3-65
-  Shared Path to Waikato Local Authority Shared Services Infrastructure Technical Standard (WLAAS ITS) Drawing No. 3-57

PROJECT NUMBER

60631580

SHEET TITLE

Tristram St and Collingwood St
Raised Pedestrian Platforms

SHEET NUMBER

60631580-SHT-CI-1001