

Attachment 17

NDH Stage 2 Outpatient Building – DRAFT Dunedin City Council (DCC) Land Use Conditions

GENERAL CONDITIONS

Activity in Accordance with Application

1. The construction and operation of the Outpatient building must be undertaken in general accordance with the information provided in the resource consent application dated [insert date], except where modified by the following conditions. If there are any inconsistencies between the application and this consent, the conditions of this consent must prevail.

PRE-COMMENCEMENT CONSTRUCTION CONDITIONS

Pre-Condition Roading Survey

2. Prior to construction commencing, a pre-condition visual inspection must be undertaken of the adjacent state highways, cycle lanes, footpaths, catch-pits, signs and other street furniture to document the existing condition of these assets. A report (including photographs of assets) must be provided to Waka Kotahi New Zealand Transport Agency and Dunedin City Council for approval that this is a fair and reasonable representation of the condition of these assets at that time.

Noise and Vibration Management Plan

3. A Construction Noise and Vibration Management Plan (CNVMP) must be submitted to the Dunedin City Council (via email to rcmonitoring@dcc.govt.nz) for approval by the assigned compliance or monitoring officer at least 1 month prior to construction commencing.

The plan must be prepared by a suitably qualified experienced practitioner and address the requirements of Annex E of *NZS6803:1999 "Acoustics – Construction Noise"* and *DIN 4150-3:2016 "Vibration in buildings – Part 3: Effects on structures"* and outline how noise and vibration will be managed in accordance with the best practicable option at all times to meet the requirements of condition 12, and how vibration will be managed to meet the requirements of condition 13. The plan must include:

- a) restrictions limiting the hours of higher noise generating activities to:
 - i. 7:30am to 6:00pm Monday to Friday; and
 - ii. 7:30am – 2:00pm on Saturdays,
- b) machinery and equipment to be used.
- c) duration of work.
- d) the requirement for specific equipment to be tested prior to use on the site, and any physical mitigation to achieve compliance with the noise and vibration limits in conditions 12 and 13.
- e) limitations on the arrival and departure times of heavy vehicles, and any operating requirements to ensure compliance with the noise and vibration limits in conditions 12 and 13.
- f) procedures for noise and vibration monitoring.
- g) procedures for communication with surrounding activities and stakeholders, including:
 - i. details of contact person for community liaison and complaints.

- ii. list of properties and stakeholders that will be communicated with.
 - iii. procedures for informing surrounding properties and stakeholders of construction programme and progress.
 - iv. communication activities proposed for each property and stakeholder, including procedures and methods of communication.
- h) procedures for the receipt, management and response to any complaints received about noise or vibration.

Dust and Sediment Control Plan

4. A Dust and Sediment Control Plan (DSCP) must be submitted to the Dunedin City Council (via email to rcmonitoring@dcc.govt.nz) for approval by the assigned compliance or monitoring officer at least 1 month prior to construction commencing.

The plan must be prepared by a suitably qualified and experienced practitioner, and which outlines:

- a) how dust and sediment will be managed to ensure it does not cause a noxious, dangerous, offensive or objectionable discharge of dust, sediment, or contaminants beyond the site, or into the Council reticulated stormwater network and Te Tai o Arai Te Uru – Otago Coast.
- b) procedures for the receipt, management and response to any complaints received about dust and sediment.

Traffic Management Plan

5. A Traffic Management Plan (TMP) must be submitted to Waka Kotahi New Zealand Transport Agency and Dunedin City Council (via email to rcmonitoring@dcc.govt.nz) as road controlling authorities for approval by the assigned compliance or monitoring officers at least 1 month prior to construction commencing. The TMP must outline how truck movements, site access, contractor and staff parking, and temporary alterations to the transport network will be managed to ensure effects on the safe and efficient operation of the road network are minimised during construction.

Any proposed lane reductions/closures covered by the TMP which exceed 3 days duration shall be modelled for their effects on the transport network using the Dunedin City Council transport model, prior to submission to the road controlling authorities.

The TMP must be prepared in accordance with the Code of Practice for Temporary Traffic Management (CoPTTM) and be consistent with the key principles set out in the *New Dunedin Hospital Stage 2 Outpatients Transport Assessment, Novo Group, March 2022*, and include:

- a) key traffic management principles to be adhered to during the works.
- b) results of any modelling undertaken.
- c) preferred heavy vehicle routes.
- d) site vehicle access locations.
- e) traffic management measures including for:
 - i. site vehicle access by trucks and other vehicles.
 - ii. contractor and construction staff parking, ensuring that cycle lanes and footpaths are not obstructed by parked vehicles, and provision of sufficient on site cycle parking to meet demand.

- iii. traffic lane reductions, closures, and diversions (if required).
 - iv. cycle lane provision, ensuring continuous cycle lanes are provided on State Highway 1 north and south.
 - v. footpath closures/diversions, ensuring that at least one footpath remains available for pedestrians on each road at all times.
 - vi. continued property access for surrounding properties, ensuring signposting of access locations where necessary.
- f) maps showing the location of any works within the road corridor and traffic management treatments in (e) above.
 - g) location and management of hoardings placed on footpaths so they do not obstruct visibility of traffic signals on the State Highway and local road network.
 - h) procedures for communication with surrounding activities, stakeholders, and the public, including:
 - i. details of contact person for community liaison and complaints.
 - ii. list of properties and stakeholders that will be communicated with, including Waka Kotahi New Zealand Transport Agency, Dunedin City Council, Otago Regional Council, Fire and Emergency New Zealand, and NZ Police.
 - iii. procedures for informing surrounding properties and stakeholders of construction programme and progress.
 - iv. communication activities proposed with each property and stakeholder, including procedures and methods of communication.

Screening

- 6. Continuous ground level screening around the perimeter of the sites must be erected and maintained for the duration of the construction works, except where site access/egress is required. Such screening must consist of solid hoardings 2.0m high with no gaps or cracks.

Hoardings may be moved as required as the works progress, subject to meeting any specific noise or traffic management requirements set out in the CNVMP under condition 3, and TMP required under condition 5 above.

Notification of Commencement of Work

- 7. Notice of the commencement date of construction must be provided to the assigned compliance or monitoring officer at Dunedin City Council via email to recmonitoring@dcc.govt.nz and Aukaha at least 5 working days before the works commence.

DURING CONSTRUCTION WORKS CONDITIONS

Works in Accordance with Approved Management Plans

- 8. Construction must be undertaken in accordance with the approved CNVMP required by condition 3, and the approved DSCP required by condition 4 for the duration of the works, or any subsequent version of that document provided to and approved by the Dunedin City Council.

Hours of Work

- 9. Construction must be limited to between 7.00am and 6.00pm, Monday to Friday (inclusive), and 7.00am to 2.00pm on a Saturday. No work may occur outside of these times, on Sundays,

or public holidays, except where emergency works are required to protect public health and safety.

Note – specific limitations on the hours of machinery use are set out in the CNVMP under condition 3 above.

Construction of Earth Filling

10. Construction of earth filling must be carried out under the supervision of a suitably qualified engineer and undertaken in accordance with the following standards:
 - (a) New Zealand Standard *NZS4404: 2010 Land Development Subdivision Infrastructure*.
 - (b) Waka Kotahi Standard Specifications *TNZ-F1: 1997 Earthworks Construction*.
 - (c) Waka Kotahi Standard Specifications *TNZ B/02: 2005 Specification for Construction of Unbound Granular Pavement*.

Earth Filling Adjacent to Utility Infrastructure

11. Construction of earth filling within 1.5m of any electricity or telecommunication line/structure outside of the site must be supervised by the contractor to ensure no damage to these utilities occurs.

Construction Noise and Vibration

12. Noise from construction works must comply with the recommended residential and commercial noise limits for long term construction outlined in Tables 1 and 2 of New Zealand Standard *NZS6803: 1999 Acoustics Construction Noise*.
13. Vibration from construction works must not exceed a maximum particle velocity measured on any foundation of an adjacent building on another site, or the same site if different ownership, of 25mm/second for commercial buildings or 10mm/second for buildings housing noise sensitive activities.

Traffic Management

14. Construction must be undertaken in accordance with the approved TMP required by condition 5 above for the duration of the works, or any subsequent version of the document provided to and approved by Waka Kotahi New Zealand Transport Agency and Dunedin City Council as road controlling authorities.
15. Meetings between the consent holder, Waka Kotahi New Zealand Transport Agency, and Dunedin City Council shall be held every 3 months for the duration of the construction works for the purpose of reviewing the effectiveness of the TMP in place, and whether any improvements are required. Any improvements required will be incorporated in the TMP which will be provided to Waka Kotahi New Zealand Transport Agency and Dunedin City Council for approval.

Erosion and Sediment Control

16. Erosion and sediment controls must be implemented for the duration of the construction works in accordance with those in the DSCP required under condition 4 to ensure there is no noxious, dangerous, offensive, or objectionable transfer of dust or sediment beyond the boundaries of the site, onto roads, or into the reticulated stormwater network and Te Tai o Arai Te Uru – Otago Coast.

Archaeological Discovery

17. The following archaeological discovery protocols must occur where any unidentified archaeological site, which may include suspected kōiwi (human remains), taonga, Maori artefacts, or evidence of pre-colonial occupation is encountered during the construction works:

- a) Work shall cease immediately at that place and within 20m around the site.
- b) The contractor must shut down all machinery, secure the area, and advise the Site Manager.
- c) The Site Manager shall secure the site and notify the Heritage New Zealand Pouhere Taonga Regional Archaeologist.
- d) If the site is of Maori origin, the Site Manager shall notify the Heritage New Zealand Pouhere Taonga Regional Archaeologist and Aukaha of the discovery and ensure site access to enable appropriate cultural procedures and tikanga to be undertaken, as long as all statutory requirements under legislation are met (Heritage New Zealand Pouhere Taonga Act, Protected Objects Act).
- e) If any kōiwi (human remains) are encountered, the Heritage New Zealand Pouhere Taonga Regional Archaeologist, New Zealand Police and Aukaha must be advised immediately in accordance with Guidelines for Kōiwi Tangata/Human Remains (Archaeological Guideline Series No.8) and no further work in the area may take place until future actions have been agreed by all parties.
- f) Where Papatipu Rūnaka so request, any information recorded as the result of the find such as a description of location and content, is to be provided for their records.
- g) Heritage New Zealand Pouhere Taonga will advise if any further archaeological authority under the Heritage New Zealand Pouhere Taonga Act 2014 is required for works to continue.

Heritage New Zealand Archaeologist contact details:

Nikole Wills Regional Archaeologist Otago/Southland
 Heritage New Zealand Pouhere Taonga
 PO Box 5467 Dunedin
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 Fax. +46 3 477 3893
 nwills@heritage.org.nz

Complaints Management

18. Signage outlining the procedures for persons to make any complaint about the construction works activities must be provided at each construction entrance to the site for the duration of the construction works.
19. A record of any complaints received must be maintained for the duration of the construction works. The register must include, but not be limited to:
 - a) the name, phone number, and address of the complainant, unless the complainant elects not to supply this information.
 - b) location, date, and time where the problem was experienced.
 - c) description of the problem experienced.
 - d) for any complaint relating to a discharge of dust or sediment, a description of the weather conditions at the time, including approximate wind speed and direction when the discharge was detected by the complainant.
 - e) likely cause of the problem.
 - f) action taken to avoid, remedy, or mitigate the problem.

The complaints register must be provided to the Dunedin City Council on request.

20. Meetings between the consent holder, and Dunedin City Council RMA Monitoring and Compliance Team shall be held every three months for the duration of the construction works for the purpose of reviewing the effectiveness of complaints procedures in place and determining whether any improvements are required to those procedures. Any improvements will be incorporated in the relevant management plans which will be provided to Dunedin City Council for approval.

AFTER CONSTRUCTION WORKS CONDITIONS

Reinstatement of Roading Assets

21. Upon completion of construction works, a post-construction visual inspection must be undertaken immediately adjacent state highway, cycle lanes, footpaths, catch-pits, signs and other street furniture to document the condition of these assets. A report must be provided to Waka Kotahi New Zealand Transport Agency and Dunedin City Council for approval that this is a fair and reasonable representation of the condition of these assets at that time.
22. Where the post-construction inspection required by condition 21 identifies damage or deterioration attributable to the construction works, the assets must be reinstated to the reasonable satisfaction of the relevant road controlling authority (i.e. Waka Kotahi and/or the Dunedin City Council) within 3 months at the expense of the consent holder. The pre-condition visual inspection required by condition 2 will be used as the baseline to determine any damage or deterioration that has occurred.

OPERATIONAL CONDITIONS

Review of Detailed Façade Design

23. Prior to the installation of the building facades, plans and a description of the finalised design detail of the building facades on all frontages shall be reviewed and certified by a suitably qualified Urban Designer that it will appropriately maintain or enhance streetscape amenity by ensuring an architecturally interesting façade through building modulation and use of glazing. A report providing this certification must be provided to the Dunedin City Council (via email to rcmonitoring@dcc.govt.nz).

Review of Site Wayfinding Strategy, Exterior Lighting, and CCTV Design

24. Prior to installation of wayfinding, lighting, and CCTV commencing, the site wayfinding strategy, and exterior lighting and CCTV design for the Outpatient site shall be reviewed and certified by a suitably qualified Crime Prevention Through Environmental Design (CPTED) practitioner that it appropriately addresses residual CPTED safety risks to pedestrians. This includes any CPTED risks associated with the loading dock, vehicle access laneway, cycle end of trip facility, pedestrian/cycle connections, and the entrance courtyard area. A report providing this certification must be provided to the Dunedin City Council (via email to rcmonitoring@dcc.govt.nz).

Travel Plan

25. A Travel Plan must be submitted to Dunedin City Council for approval 6 months prior to operation of the Outpatient building commencing. The plan must outline measures to reduce single car occupant car travel to and from the Outpatient building by providing staff and visitors with information about travel choices, including public transport, walking, cycling, car sharing, and working from home (if applicable). The plan must be developed in consultation with Dunedin City Council, and include the following:
- a) baseline travel survey data for each mode of transport for existing travel to / from the existing Dunedin Hospital outpatient facilities.
 - b) targets for transport mode share.
 - c) measures to assist in achieving the above transport mode shares.

- d) a plan to monitor changes in travel behaviour and transport mode share.
- e) information which demonstrates that the Travel Demand Management proposed is supported by and integrated with appropriate infrastructure, including sufficient secure covered cycle parking and end of trip facilities (provision of showers and lockers).
- f) requirements for regular review of the Travel Plan, including to provide additional facilities as required.

The plan must be implemented during operation of the Outpatient building.

Loading Management Plan

26. A Loading Management Plan must be prepared prior to the operation of the Outpatient building commencing that outlines measures for the management of loading dock deliveries to ensure:
- a) no delivery vehicles are arriving or departing at the same time as the oxygen delivery tanker is on site.
 - b) deliveries are scheduled so that loading bays are available for arriving deliveries without the need for vehicles to wait in the loading dock or vehicle accessways.
 - c) deliveries are scheduled so that there are no manoeuvring conflicts between vehicles accessing and using the loading bays and compactor bays.

The plan must be implemented during operation of the Outpatient building and updated as required. The plan must be made available to Dunedin City Council upon request.

Adverse Weather Response Plan

27. An Adverse Weather Response Plan must be prepared prior to the Outpatient building commencing that outlines measures for managing operations during flood events to ensure staff and visitors can safely access the building, and in the case of extreme flooding events the evacuation and closure of the building, and deferral of medical services. The plan must be implemented during operation of the Outpatient building and updated as required. The plan must be made available to Dunedin City Council upon request.

Implementation and Maintenance of Landscaping

28. Prior to operation of the Outpatient building commencing, all landscaping, including paving, furniture, and planting must be implemented in general accordance with the plans included in the *New Dunedin Hospital – Outpatients Building Drawings, Landscape Drawings 100% Detailed Design, Landlab, 22 March 2022*.
29. All planting required by condition 28, must be maintained, and any dead trees and vegetation must be replaced by equivalent species within the next planting season.

Implementation of Vehicle Access Signage, Markings, and Mirrors

30. Prior to operation of the Outpatient building commencing, signage, line markings, cycleway markings, and mirrors at the vehicle accesses to Cumberland and Castle Streets must be implemented in general accordance with plans NGP-DWD-112-TF-2001C and NGP-DWD-112-TF-2003C included in the *New Dunedin Hospital Stage 2 Outpatients Transport Assessment, Novo Group, March 2022*.

Cycling Facilities

31. A minimum of 50 cycle spaces (covered and secure), 50 lockers and four showers must be provided at the site of the Outpatients building until such time as replacement cycle and end of trip facilities are provided as part of the wider New Dunedin Hospital or Health Precinct development.

Implementation of Façade Design, Site Wayfinding Strategy, Exterior Lighting, and CCTV

32. Prior to the operation of the Outpatient building commencing, the finalised design detail of the facades certified by the suitably qualified Urban Designer under condition 23 must be implemented.
33. Prior to operation of the Outpatient building commencing, the wayfinding, exterior lighting and CCTV design certified by the suitability qualified Crime Prevention Through Environmental Design (CPTED) practitioner under condition 24 must be implemented, subject to first obtaining any resource consents for signage (if required).

Northern Shared Path Link to Castle Street

34. The northern shared pedestrian path linking Castle Street, the cycling facilities, and the Outpatient building must be provided until such time as a replacement pedestrian access that links Castle Street, the Outpatient building, and Cumberland Street is provided as part of wider Health Precinct development.

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ADVICE NOTES

- a) This consent does not authorise any excavation of the site. Any excavation works must be undertaken in accordance with the conditions of the stage 1 enabling works resource consents, issued on the 23rd of December 2021, and the Construction Management Plan (CMP) required by those consents approved by Dunedin City Council and Otago Regional Council.
- b) The construction works must be undertaken in accordance with the conditions of Archaeological Authority 2020-745 issued by Heritage New Zealand Pouhere Taonga, or any subsequent authority issued.
- c) It is an offence under section 87 of the Heritage New Zealand Pouhere Taonga Act 2014 to modify or destroy an archaeological site without an authority from Heritage New Zealand irrespective of whether the works are permitted or consent has been issued under the Resource Management Act.
- d) Prior to submitting the Dust and Sediment Control Plan required as part of consent condition 4, the plan should be provided to the Dunedin City Council 3 Waters Department and RMA and Compliance Team for review and any feedback from them incorporated into the plan before it is submitted to the Dunedin City Council.
- e) Prior to submitting the Traffic Management Plans required by condition 5, the consent holder should consult with Otago Regional Council regarding the extent to which bus stops will be affected by the construction works, and the requirements for any alternative temporary arrangements or relocation.
- f) Prior to the submitting the Traffic Management Plan required by condition 5, the consent holder should consult with Fire and Emergency New Zealand regarding maintaining access to and from the Dunedin Fire Station for emergency response.
- g) It is a requirement of the Government Roading Powers Act 1989 that any person wanting to carry out works on a state highway first gain the approval of Waka Kotahi NZ Transport Agency for the works and that a Corridor Access Request (CAR) is applied for before any works commence.
- h) Detailed design approval for the works affecting the highway, from Waka Kotahi will be required prior to the CAR process.
- i) A CAR is made online via www.submitica.co.nz. The CAR needs to be submitted at least 20 working days prior to the intended start date. A copy should also be sent to the Waka Kotahi environmental planning team at environmentalplanning@nzta.govt.nz. The Corridor Access Request will need to include:
 - (i) The detailed design for the works. In developing the detailed design, the consent holder will need to consult with Waka Kotahi.
 - (ii) A Construction Traffic Management Plan that has attained approval from the Waka Kotahi appointed state highway maintenance contractor for Coastal Otago (Highway Highlanders).
 - (iii) A design safety audit which has been prepared, processed and approved in accordance with Waka Kotahi guidelines for Road Safety Audit Procedures for Projects (<https://www.nzta.govt.nz/assets/resources/road-safety-audit-procedures/docs/road-safety-audit-procedures-tfm9.pdf>).
- j) The New Zealand Code of Electrical Practice for Electrical Safety Distances – NZECP 34:2001 sets out mandatory safe distance requirements for buildings, structures, building works, and earthworks near overhead electric lines and other electricity works that must be complied with by the construction works.
- k) The lapse period is 2 years from the date of the commencement of this decision. This may be extended on application to the Council pursuant to Section 125 of the Act.