
I hereby give notice that a hearing by commissioners will be held on:

Date: Tuesday 19, Wednesday 20, Thursday 21 and Friday 22 November 2024
Time: 1.00pm on Tuesday 19 November
9.30am on remaining days
Meeting Room: Stevenson Room
Venue: Franklin: The Centre,
12 Massey Avenue, Pukekohe, Auckland

HEARING REPORT
NOTICE OF REQUIREMENT
PAPAKURA TO BOMBAY (P2B) STAGE 2
PROJECT
NZ TRANSPORT AGENCY (NZTA) WAKA
KOTAHI

COMMISSIONERS

Chairperson Dave Serjeant
Commissioners Nigel Mark-Brown
Basil Morrison

Bevan Donovan
KAITOHUTOHU WHAKAWĀTANGA /
HEARINGS ADVISOR

Telephone: 09 890 8056 or 021 325 837
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Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this document are for consideration and should not be construed as a decision of Council. Should commissioners require further information relating to any reports, please contact the hearings advisor.

WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

Hearing Schedule

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

Cross Examination

No cross examination by the requiring authority or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the requiring authority or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

The Hearing Procedure

The usual procedure for a hearing is:

- **the chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
 - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
 - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The **requiring authority** or their representative then has the right to summarise the application and reply to matters raised. Hearing panel members may ask further questions. The requiring authority's reply may be provided in writing after the hearing has adjourned.
- **The chairperson** will outline the next steps in the process and adjourn or close the hearing.

A NOTIFIED NOTICE OF REQUIREMENT TO THE AUCKLAND COUNCIL UNITARY PLAN BY NZ TRANSPORT AGENCY (NZTA) WAKA KOTAHI

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Andrew An & Jimmy Zhang, Planners

Reporting on five proposed Notices of Requirement for route protection of the land required to authorise the future construction, operation, maintenance of upgrades of the State Highway 1 (SH1) corridor for Stage 2 of the Papakura to Bombay Project Papakura ki Pukekura (P2B) project.

See page 7 for details

REQUIRING AUTHORITY: NZ TRANSPORT AGENCY (NZTA) WAKA KOTAHI

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Page 327	Counties Energy Limited
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SUBMITTERS: NOR5 – A NEW DESIGNATION: DRURY SOUTH INTERCHANGE CONNECTIONS

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LATE SUBMITTER:

Page 624	BP Oil New Zealand Limited (NOR 3)
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The five NoR's are:

NOR1 – ALTERATION OF DESIGNATION 6706 STATE HIGHWAY 1 – TAKANINI TO DRURY

Notice of requirement lodged by NZTA to alter State Highway 1 (SH1) Designation 6706 'Motorway – between Takanini and Hamilton' to authorise the construction, maintenance and operation of SH1 improvements between an area 200 metres north of Quarry Road overbridge and, an area north of the proposed Drury South Interchange, and associated infrastructure (NoR 1).

NOR2 – ALTERATION OF DESIGNATION 6700 STATE HIGHWAY 1 – DRURY TO BOMBAY

Notice of requirement lodged by NZ Transport Agency Waka Kotahi (NZTA) to alter State Highway 1 Designation 6700 'Motorway' to authorise State Highway 1 (SH1) improvements to an area south of Quarry Road overbridge and the SH1 Great South Road overbridge at Bombay, including construction of a new interchange at Drury South, and associated infrastructure (NoR 2).

NOR3 – ALTERATION OF DESIGNATION 6701 STATE HIGHWAY 1 - BOMBAY

Notice of requirement lodged by NZTA to alter State Highway 1 Designation 6701 'Motorway' to authorise State Highway 1 (SH1) improvements between the SH1 Great South Road overbridge at Bombay and Bombay/Mill Road Interchange, and associated infrastructure (NoR 3).

NOR4 – A NEW DESIGNATION: SHARED USER PATH

Notice of requirement lodged by NZTA for the designation for a new Shared User Path (SUP) to be constructed from an area 200m north of Quarry Road to the existing Bombay/Mill Road Interchange, and associated infrastructure (NoR 4). The SUP will include the construction of a new overbridge at Great South Road, and tie-in infrastructure at all new and/or upgraded interchanges. This NoR provides a continuation of the SUP authorised under NZTA Designation 6778 (approved under Stage 1B1 of the Papakura to Bombay Project).

NOR5 – A NEW DESIGNATION: DRURY SOUTH INTERCHANGE CONNECTIONS

Notice of requirement lodged by NZTA for the designation for a new state highway to be constructed at the proposed Drury South interchange and provide direct transport connections between State Highway 1 (SH1) and Quarry Road (to the east) and Great South Road (to the west). This includes a new overpass across State Highway 1 at Drury South Interchange, and associated infrastructure (NoR 5)

Notices of requirement under sections 168 and 181 of the Resource Management Act 1991 from the New Zealand Transport Agency Waka Kotahi to designate land for Stage 2 of the Papakura to Bombay Project which includes future upgrades to State Highway 1 and associated infrastructure between Papakura to Bombay



To:	Hearing Commissioners
Report Date:	September 11, 2024
Scheduled Hearing Date:	Commencing 19 November



Notes:

- This report sets out the advice of the reporting planner and Council Specialists.
- This report has yet to be considered by the Hearing Commissioners delegated by Auckland Council to make recommendations to the requiring authority. Accordingly, the recommendations in this report are directed to the Hearing Commissioners and are not their recommendations or decisions on the notices of requirement.
- A decision on the notices of requirement will be made by the requiring authority under Section 172(1) of the Resource Management Act 1991 after it has considered the Hearing Commissioners' recommendations to be issued under Section 171(2) of the Resource Management Act 1991, following the Hearing Commissioners having considered the notices of requirement and heard the requiring authority and submitters.

Summary

Requiring Authority:	New Zealand Transport Agency Waka Kotahi
Notices of Requirement (NoR):	<ul style="list-style-type: none"> - NoR 1 Alteration to SH1 Designation 6706: to alter SH1 Designation 6706 'Motorway – between Takanini and Hamilton' to authorise the construction, maintenance, and operation of SH1 improvements between an area 200m north of the Quarry Road overbridge and, an area north of the proposed Drury South Interchange, and associated infrastructure. - NoR 2 Alteration to SH1 Designation 6700: to alter SH1 Designation 6700 'Motorway' to authorise SH1 improvements to an area between the south of Quarry Road overbridge and the SH1 Great South Road overbridge at Bombay, including construction of a new interchange at Drury South, and associated infrastructure. - NoR 3 Alteration to SH1 Designation 6701: to alter SH1 Designation 6701 'Motorway' to authorise SH1 improvements between the SH1 Great South Road overbridge at Bombay and Bombay/Mill Road Interchange, and associated infrastructure.

	<ul style="list-style-type: none"> - NoR 4 Shared User Path: a new 3.0m wide Shared User Path ('SUP') to be constructed from an area 200m north of Quarry Road to the existing Bombay/Mill Road Interchange, and associated infrastructure. The SUP will include the construction of a new overbridge at Great South Road, and tie-in infrastructure at all new and/or upgraded interchanges. - NoR 5 Drury South Interchange Connections: a new state highway to be constructed at the proposed Drury South Interchange and provide direct transport connections between Quarry Road (to the east) and Great South Road (to the west). This includes a new overpass across SH 1 at Drury South Interchange and associated infrastructure. 	
Resource Consent Applications:	No resource consent applications have been lodged by the requiring authority for this project.	
Site Addresses:	Various – Refer to Form 18 documents.	
Lodgement Date:	19 February 2024	
Notification Date:	14 June 2024	
Submissions Closing Date:	15 July 2024	
Number of Submissions Received:	NoR	Submissions
	NoR 1	9
	NoR 2	12
	NoR 3	13
	NoR 4	14
	NoR 5	9
	Total	57

Report prepared by:	 Jimmy Zhang, Senior Policy Planner, Central South Planning, Auckland Council; and  Andrew An, Policy Planner, Central South Planning, Auckland Council.
Date:	11 September 2024


Reviewed and Approved for Release By:	 Craig Cairncross, Team Leader - Central South Planning, Auckland Council
Date:	11 September 2024

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Appendix 1: Requests for Further Information and NZTA Responses

Appendix 2: Auckland Council Technical Specialist Reviews

Appendix 3: Summary of Submissions for each Notice of Requirement

Appendix 4: Copies of Submissions

Appendix 5: Proposed Notices of Requirement Conditions

Abbreviations

Abbreviation	Term
AEE	Assessment of Environmental Effects
AT	Auckland Transport
ATAP	Auckland Transport Alignment Project
AUPOP	Auckland Unitary Plan (Operative in Part 2016)
BMP	Bat Management Plan
BPO	Best Practicable Option as defined in the RMA
CEMP	Construction Environment Management Plan
CHI	Auckland Council Cultural Heritage Inventory
CIA	Cultural Impact Assessment
CMP	Cultural Monitoring Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
CIA	Cultural Impact Assessment
DCR	Design Construction Report
DBC	Detailed Business Case
EIMP	Electricity Infrastructure Management Plan
EMP	Ecological Management Plan
EPA	Environmental Protection Authority
FDS	Future Development Strategy
FULSS	Auckland Future Urban Land Supply Strategy
FUZ	Future Urban Zone
HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
LMP	Lizard Management Plan
LVA	Landscape, Visual and Natural Character Effects Assessment
MCA	Multi-criteria assessment
MDRS	Medium Density Residential Standards
NES Freshwater	National Environmental Standards for Freshwater 2020
NES Electricity	National Environmental Standard for Electricity Transmission Activities 2010
NoR	Notice of Requirement
NoR 1	Alteration to the SH1 Designation 6706
NoR 2	Alteration to the SH1 Designation 6700
NoR 3	Alteration to the SH1 Designation 6701
NoR 4	Shared User Path between Quarry Road and Bombay Interchange
NoR 5	Drury South Interchange Connections
NPS-FM	National Policy Statement for Freshwater Management 2020
NPS-UD	National Policy Statement for Urban Development 2020
NUMP	Network Utilities Management Plan
NUO	Network Utility Operator
NZAA	New Zealand Archaeological Association
NZCPS	New Zealand Coastal Policy Statement
NZTA	NZ Transport Agency Waka Kotahi
NZUP	New Zealand Upgrade Programme

OLFP	Overland flow path
OPW	Outline Plan of Works
PBC	Programme Business Case
P2B	SH1 Upgrades Project between Papakura to Bombay
P2DS	Papakura to Drury South Project
P2P	Papakura to Pukekohe
PC	Plan Change
PWA	Public Works Act
RMA	Resource Management Act 1991
RPS	Regional Policy Statement
SCI	Southern Corridor Improvements Project
SCMP	Stakeholder and Communications Management Plan
SEA	Significant Ecological Area
SEA-T	Significant Ecological Area – Terrestrial
SGA	Te Tupu Ngātahi Supporting Growth Alliance Te Tupu Nga Tahi Supporting Growth Alliance
SH1	State Highway 1 Motorway, the Southern Motorway
SMAF-1	Stormwater Management Area Flow Area 1
Southern IIG	NZTA Southern Iwi Integration Group
P2B	SH1 Upgrades Project between Papakura to Bombay
SRS	Site Recording Scheme
Supporting Growth IBC	Supporting Growth: South Indicative Business Case for Route Protection
SUP	Shared Use Path
TFUG	Transport for Future Urban Growth
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan
Supporting Growth IBC	Supporting Growth: South Indicative Business Case for Route Protection

1. Introduction

1.1 Report Authors

1. My name is Jimmy Zhang.
2. I hold a Bachelor of Urban Planning from the University of Auckland (2011). I am an Intermediate Member of the New Zealand Planning Institute.
3. I have worked as a planner for 10 years at Auckland Council. My key responsibilities in my current role as a senior policy planner for the Council includes processing and reporting on plan changes and notice of requirements for designations.
4. My name is Andrew An.
5. I hold a PhD degree in Urban Design (Research topic: The Character of Urban Intensification in Auckland) from The University of Auckland (2021). I am an Associate Member of the New Zealand Planning Institute.
6. I have over three years of New Zealand local authority planning experience. As a policy planner in Auckland Council, my key responsibilities include processing and reporting on plan changes and notices of requirement for designations. Additionally, I have contributed planning policy advice on various resource consent applications and public enquiries.

1.2 Code of Conduct for Expert Witnesses

7. We have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. We have complied with the Code of Conduct in preparing this planning report (being also expert evidence), and we agree to comply with it when giving any oral evidence during this hearing. Except where we state that we are relying on the evidence of another person, our evidence is within our area of expertise. We have not omitted to consider material facts known to us that might alter or detract from the opinions that we express.

2. The Notices of Requirement

2.1 Stage 2 of the Papakura to Bombay Project

8. The New Zealand Transport Agency ('**NZTA**'), as the Requiring Authority ('**RA**') under section 167 of the Resource Management Act ('**RMA**'), has served five Notices of Requirement ('**NoRs**') on Auckland Council to designate land for Stage 2 of the Papakura to Bombay ('**P2B**') Project which includes future upgrades to State Highway 1 ('**SH1**') and associated infrastructure between Papakura to Bombay (the '**Project**'). Two of the five NoRs are for new designations under section 168, while three are for alterations to existing designations for SH1 under section 181 of the RMA, in the Auckland Unitary Plan (Operative in Part) ('**AUP**').
9. The NoRs seek to protect the route and land required to enable the future construction, operation and maintenance of upgrades to this section of the SH1 corridor. The proposal for each of the five NoRs is described within each of the Form 18s. Descriptions of the NoRs, including the lapse dates being sought by NZTA are set out in **Table 1** below. The general location of the Stage 2 NoRs within the context of the

Papakura to Bombay Project is shown in **Figure 1**, and the alignments of the NoRs are shown in **Figure 2**.

Table 1: Description of NoRs

Notice	Project Name	Description	Lapse Period
NoR 1	Alteration to SH1 Designation 6706	<p>Key features:</p> <ul style="list-style-type: none"> • Widening from four to six general traffic lanes on SH1. • Safety improvements include upgrading interchanges, wider shoulders, new barriers, and improved lighting along the full extent of the Project. <p>Extent:</p> <ul style="list-style-type: none"> • State Highway 1 from north of Takanini Interchange to south of Quarry Road, Drury 	No Lapse Period
NoR 2	Alteration to SH1 Designation 6700 'Motorway'	<p>Key features:</p> <ul style="list-style-type: none"> • Widening from four to six general traffic lanes on SH1. • Safety improvements include upgrading interchanges, wider shoulders, new barriers, and improved lighting along the full extent of the Project. • New Drury South Interchange - new over-pass with roundabouts • Upgraded Ramarama Interchange – new overbridge with new roundabout on western side and modified roundabout on eastern side with ramp signals. <p>Extent:</p> <ul style="list-style-type: none"> • State Highway 1 from south of Quarry Road, Drury to Bombay Road, Bombay 	No Lapse Period
NoR 3	Alteration to SH1 Designation 6701	<p>Key features:</p> <ul style="list-style-type: none"> • Widening from four to six general traffic lanes on SH1. • Safety improvements include upgrading interchanges, wider shoulders, new barriers, and improved lighting along the full extent of the Project • Upgrades to the existing Mill Road/Bombay Interchange • Mill Road Bridge: alter both abutments to allow realignment of the road beneath the Bombay Interchange 	No Lapse Period

		Extent: <ul style="list-style-type: none"> State Highway 1 from Bombay Road to Mill Road, Bombay 	
NoR 4	Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange.	Key features: <ul style="list-style-type: none"> 3.0m wide SUP located on the western side of the motorway New bridge at Great South Road, Bombay. Tie-ins to all new and upgraded motorway interchange (i.e. Drury South, Ramarama and Bombay). Extent: <ul style="list-style-type: none"> State Highway 1 from Quarry Road, Drury to Bombay Interchange/Mill Road. 	20 years
NoR 5	Construction of a new state highway between Great South Road and Quarry Road, which will tie into Drury South Interchange – Drury South Interchange Connections.	Key features: <ul style="list-style-type: none"> Four traffic lanes, cycle lanes and footpaths on either side. New link roads to the adjacent network (Quarry Road and Great South Road) to tie into the proposed Drury South Interchange. Raised viaduct across the Hingaia reserve area. Extent: <ul style="list-style-type: none"> Adjacent State Highway 1 linking to Quarry Road to the east, and Great South Road to the west. 	20 years



Figure 1: Stages of the P2B Project

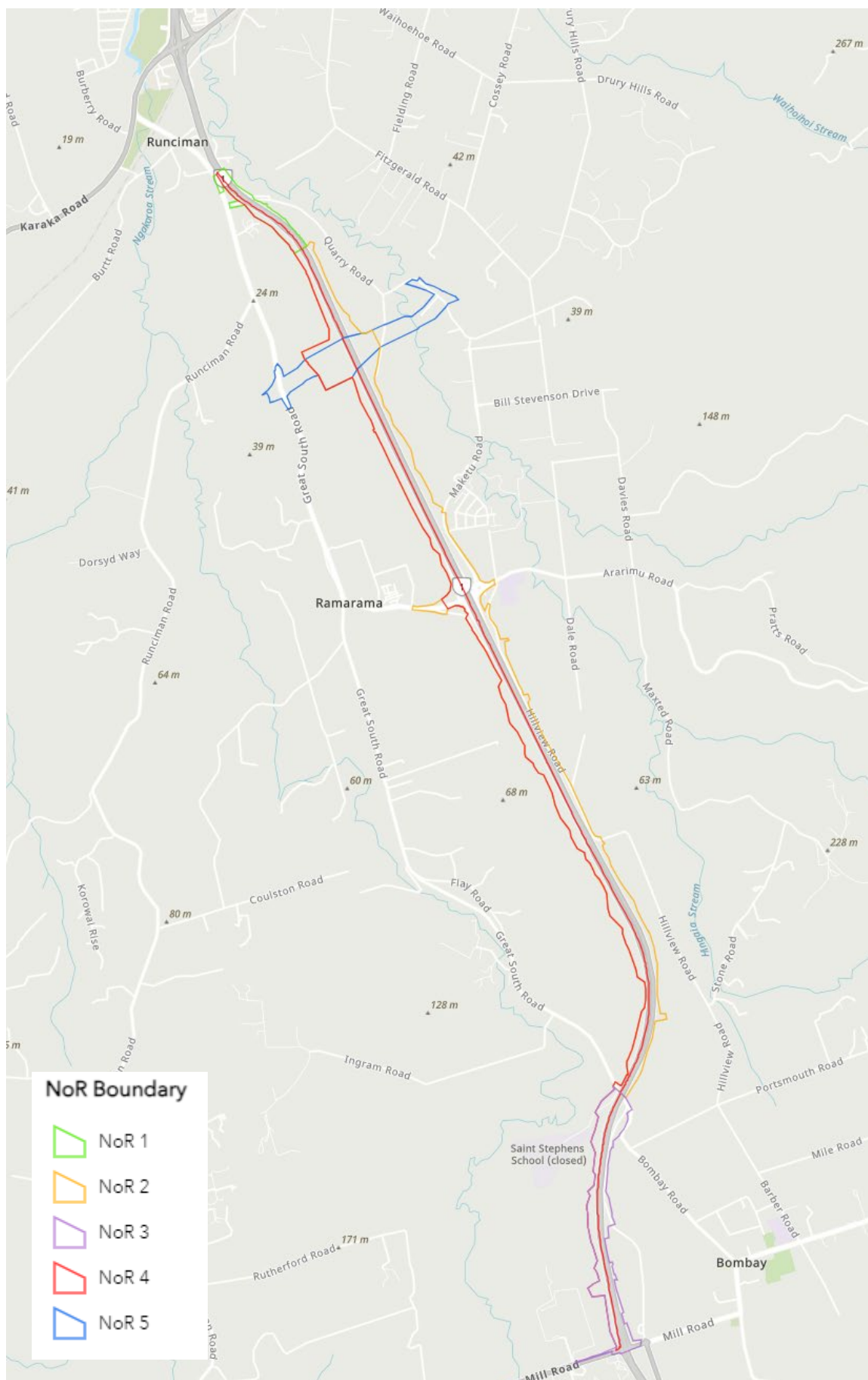


Figure 2: Alignment of NoRs (source: Auckland Council GIS)

2.2 Notices of Requirement Documents

10. The package of five NoRs served on Auckland Council by NZTA consist of the following documents set out in **Table 2** below.

Table 2: Documents lodged for the five NZTA NoRs

All NoRs
<ul style="list-style-type: none"> • Appendix A - Assessment of Effects of the Environment • Appendix B - Designation Layout Plans (1 of 2) • Appendix B - Designation Layout Plans (2 of 2) • Appendix C - Design Construction Report • Appendix D - Assessment of Transport and Traffic Effects Report • Appendix E - Assessment of Noise and Vibration Effects Report • Appendix F - Assessment of Ecological Effects Report (1 of 2) • Appendix F - Assessment of Ecological Effects Report (1 of 2) • Appendix G - Assessment of Arboricultural Effects Report • Appendix H - Assessment of Historic Heritage Effect Report • Appendix I - Assessment of Landscape, Natural Character and Visual Effects Report • Appendix J - Flood Impact Assessment Report • Appendix K - Assessment of Alternatives Report • Appendix M – Urban and Landscape Design Framework Rev G • Appendix N - General Arrangement Plans (1 of 2) • Appendix N - General Arrangement Plans (2 of 2)
NoR 1 – Alteration to Designation 6706 State Highway 1 – Takanini to Drury
<ul style="list-style-type: none"> • Form 18 NoR 1 s181 • Appendix L - NZTA Conditions NoR 1
NoR 2 – Alteration Designation 6700 State Highway 1 – Drury to Bombay
<ul style="list-style-type: none"> • Form 18 NoR 2 s181 • Appendix L - NZTA Conditions NoR 2
NoR 3 – Alteration Designation 6701 State Highway 1 – Bombay
<ul style="list-style-type: none"> • Form 18 NoR 3 s181 • Appendix L - NZTA Conditions NoR 3
NoR 4 – Shared User Path
<ul style="list-style-type: none"> • Form 18 NoR 4 s181 • Appendix L - NZTA Conditions NoR 4
NoR 5 – Drury South Interchange Connections
<ul style="list-style-type: none"> • Form 18 NoR 5 s181 • Appendix L - NZTA Conditions NoR 5

11. Given the large quantum of information supporting the NoRs provided by NZTA, it has not been attached to this report. Instead, this information can be found on the Auckland Council website via the links below:
- [NoR 1: Papakura to Bombay \(P2B\) Project Stage 2: Alteration Designation 6706 State Highway 1 – Takanini to Drury \(NoR 1\) NZ Transport Agency \(NZTA\)](#)
 - [NoR 2: Papakura to Bombay \(P2B\) Project Stage 2: Alteration Designation 6700 State Highway 1 – Drury to Bombay \(NoR 2\) NZ Transport Agency \(NZTA\)](#)
 - [NoR 3: Papakura to Bombay \(P2B\) Project Stage 2: Alteration Designation 6701 State Highway 1 – Bombay \(NoR 3\) NZ Transport Agency \(NZTA\)](#)
 - [NoR 4: Papakura to Bombay \(P2B\) Project Stage 2: Shared User Path \(NoR 4\) NZ Transport Agency \(NZTA\)](#)
 - [NoR 5: Papakura to Bombay \(P2B\) Project Stage 2: Drury South Interchange Connections \(NoR 5\) NZ Transport Agency \(NZTA\)](#)

2.3 Requests for Further Information

12. A section 92 request for further information was sent to NZTA on 25 March 2024. NZTA's response was received on 7 May 2024.
13. The section 92 request sought further information on the following matters to gain a better understanding of the adverse effects and/or potential mitigation measures to be utilised:
- Planning matters
 - Mana Whenua engagement;
 - Flood hazards;
 - Landscape Character and Urban Design;
 - Transport;
 - Ecology; and
 - Arboriculture.
14. Council made a further request on 27 May 2024 regarding flooding, transport and arboriculture matters, and NZTA's response was received on the 29 May 2024. The response was considered satisfactory and the NoR proceeded to public notification.
15. Council's request and NZTA's responses are provided in **Appendix 1** to this report.
16. Council made two separate informal requests for information around transport modelling and the notable trees at St Stephen's School, to seek further clarification on matters raised by council's experts. NZTA's responses to these requests are provided in **Appendix 1** to this report.

2.4 Technical Specialist Reviews

17. The assessment in this report takes into account the reviews and advice from the technical specialists listed in **Table 3** below.

Table 3: Technical Specialists Assisting the Council

Technical Specialist Name	Technical Specialty
Trent Sunich (SLR Consultant New Zealand Limited)	Flooding and stormwater
Rebecca Skidmore (R.A Skidmore Urban Design Ltd)	Landscape and visual amenity
Rebecca Skidmore (R.A Skidmore Urban Design Ltd)	Urban design
Andrew Temperley (Traffic Planning Consultants)	Transport and traffic
Andrew Rossaak (Morphum Environmental Limited)	Ecology
Leon Saxon (Arbolab Limited)	Arboriculture
Dan Windwood, Senior Built Heritage, Auckland Council	Built heritage
Myfanwy Eaves, Senior Specialist Archaeology, Auckland Council	Archaeology and historic heritage
Andrew Gordon, Senior Specialist - Contamination, Air & Noise Team, Auckland Council	Noise and vibration
David Russell, Senior Development Engineer, Auckland Council	Infrastructure and development

18. The specialist reviews are provided in **Appendix 2** to this report.

3. Description of Notices of Requirement

3.1 Background and Context

19. The background and context to the NoRs is outlined in section 2 (background and context) of the Assessment of Effects on the Environment ('**AEE**').
20. As stated in the AEE, the P2B project is a NZTA led project which aims to:
- ...improve the safety and functionality of SH1 and provide for long term growth in the south of Auckland.*
- and,
- ...improve accessibility along the Southern Motorway portion of SH1 for all road users, including cyclists and pedestrians as part of a system solution to improve accessibility, provide high quality and sustainable mobility and facilitate mode shift.*
21. In addition to the capacity and safety improvements on SH1, the Project will also tie in with other transport initiatives (such as the Pukekohe Arterial Network) to support the development of an integrated strategic transport network in the South.
22. The P2B project has been divided into stages. The previous stages of the project (then known as the Papakura to Drury South project) includes Stage 1A, Stage 1B1 and Stage 1B2 (collectively identified as 'Stage 1' P2B in this report).

23. As noted in the AEE, Stage 1 has consent and construction works which have been progressed in various locations. The works associated with Stage 1 are set out in **Figure 3** below.



Figure 3: Stage 1 of P2B Project

24. Route and land protection to enable future implementation of Stage 2 of the P2B project involves the five NoRs which are the subject of this report. The indicative location and proposed works relating to Stage 2 are shown in **Figure 4** below.



Figure 4: Stage 2 of P2B Project

25. A useful overall description of P2B Stage 2 is included in NZTA's Assessment of Transport and Traffic Effects Report:

Stage 2 incorporates the remaining portion of the P2B project area south of Quarry Road to approximately 600 meters (m) south of the existing Bombay/Mill Road Interchange. The following is a description of the planned works:

- *An additional lane in each direction along SH1;*
- *A new interchange constructed at Drury South;*
- *Upgrades to the existing Ramarama and Bombay Interchanges;*
- *Continuation of a Shared User Path (SUP) from Quarry Road near its intersection with Great South Road to Bombay Interchange; and,*
- *Stormwater management devices.*

3.2 Project Objectives

26. Section 3.2 of the AEE sets out the project objectives for the five NoRs and the P2B project, which are:

- *Improve the safety and resilience of the SH1 network between Papakura and Bombay,*
- *Increase transport choice and accessibility to support growth in the south of Auckland,*
- *Support national and regional economic growth and productivity, and;*
- *Support the inter and intra-regional movement of people and freight.*

3.3 Need for Route Protection

27. In order to meet the Project Objectives, the AEE considers that route protection in the South is necessary now for the following reasons:

- *It provides statutory protection of the land required for upgrades to the SH1 and the adjacent transport network, and support future growth in a manner that recognises the uncertainty associated with the timing of that growth, as well as protecting land which is FUZ from being live zoned land in the future, especially with regard to land at Drury South,*
- *It supports efficient land use and transport integration by enabling the efficient delivery of transport infrastructure at a time and in a way that is integrated with adjacent SGA Projects, and future urbanisation,*
- *It provides the Requiring Authority sufficient time to undertake the following activities, once funding for the Project has been obtained:*
 - *Tendering / procurement,*
 - *Property and access negotiations and other processes associated with construction of the projects,*

- Detailed design of the projects,
 - Obtain the necessary resource consents and other statutory approvals,
 - Provide property owners, businesses, and the community with certainty on where infrastructure and transport routes will be located (i.e., within the designation boundaries), and;
- The changes to Central Government create uncertainty for the delivery pathway for the Project, of note, the Government has signalled they will repeal the Natural and Built Environment Act 2023 (NBEA) in December 2023, which would change the NoR pathway for the Project.
28. The AEE states that the project is not implementation ready for several reasons, including:
- the forecast growth that the Project is intended to accommodate may not occur for several years;
 - funding for the construction of the Project has not been allocated; and
 - the Project intends to effectively and efficiently respond to changes in the transport network, taking into account the effects of growth in South Auckland over time.

3.4 Lapse Dates

29. Section 184 of the RMA provides for a designation to lapse five years after it is included in the District Plan unless:
- (a) It has been given effect to; or
 - (b) Within three months of the designation lapsing, the territorial authority determines that substantial progress or effort has been and continues to be made towards giving effect to the designation, or
 - (c) The designation specifies a different lapse period.
30. As discussed in the sections above, the purpose of the Stage 2 P2B NoRs is to identify and protect land now for future transport networks. The AEE states that this 'route protection' approach can only be achieved through extended lapse dates, as sought for NoR 4 and NoR 5, as described in the table below:

Table 4: Lapse periods for the five NoRs

Notice of Requirement	Lapse period
NoR 1 – Alteration to SH1 Designation 6706	No lapse period ¹
NoR 2 – Alteration to SH1 Designations 6701	
NoR 3 – Alteration to SH1 Designations 6702	

¹ The AEE states that SH1 Designations 6706, 6701 and 6702 has been given effect to through the works associated with Stage 1B1 of the P2B Project. Accordingly no lapse periods are proposed.

NoR 4 – Construction, Operation and Maintenance of a SUP	20 years
NoR 5 – Drury South Interchange Connections	20 years

31. The AEE states that as NoR 1 – 3 have been given effect to, no lapse period is applicable.
32. We have looked at Section 181 of the RMA, where Section 181(2) prescribes the sections of the RMA that are relevant for alterations:

181 Alteration of designation

...

(2) Subject to subsection (3), sections 168 to 179 and 198AA to 198AD shall, with all necessary modifications, apply to a requirement referred to in subsection (1) as if it were a requirement for a new designation.

33. We note the absence of Section 184 of the RMA which deals with the lapsing of designations which have not been given effect to. As such, it is our view that as NoR 1, 2 and 3 seek to alter designations which have been 'given effect to', no lapse period can be attached.

3.5 Future resource consents and statutory approvals

34. Section 12 of the AEE identifies the other resource consent and statutory approvals required to give effect to the designations. These include the following:

Outline Plan of Works ('OPW')

35. In accordance with section 176A of the RMA, NZTA (as the RA) will submit to Auckland Council (as the territorial authority) an Outline Plan or plans (as the Outline Plan(s) may be staged to reflect project phases or construction sequencing), detailing all relevant aspects of the transport corridors following the completion of detailed design and prior to the commencement of construction.

Land subject to other designations

36. Some land to be designated for the transport corridors is subject to existing designations by other requiring authorities (such as the Network Utility Operators). In order to undertake work in accordance with a designation on land with an existing designation, written consent from every RA of the earlier designation is required under section 177(1)(a).
37. While written consent is required in order to undertake works within the existing designations, where those works may prevent or hinder the earlier designation's purpose or project, it is not required in order to designate the land.
38. As set out in Sections 9.2 and 9.3 of the AEE, NZTA states that consultation has occurred with these authorities on the NoRs. It is understood that written consents will be sought at the detailed design stage, prior to construction, when further detail will be known and design amendments can be made to account for any changes to the status of earlier designations.

Resource consents

39. The only activities authorised by the proposed designation would be those at the district plan level. Regional consenting requirements, where these are triggered, are not authorised by the designation and will require future resource consents.
40. Although regional consents are not being sought at this stage, NZTA have said that their implications have been considered in the indicative designs, option assessments, and the proposed designation footprints. It is understood that these regional consents will be sought when the detailed design for each of the transport corridors is complete.
41. Compliance with any relevant National Environmental Standards ('NES') can be sought at a later stage. This might include the National Environmental Standard for Freshwater 2020 which regulates activities in, and within a 100 m setback of, natural inland wetlands, and the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health.

3.6 Site, Locality, Catchment and Environment Description

42. Detailed descriptions of the Project area and the surrounding environment are provided within the NoR documentation, with which we generally concur. The key points are summarised below:
 - Stage 2 of the P2B project covers approximately 9.5km of the southern motorway (SH1) from Quarry Road to the Bombay / Mill Road interchange. It generally slopes downward south to north and runs parallel to the Hingaia Stream for most of the route;
 - The existing environment is one of that is dominated by the visual character of a motorway corridor, which cuts through an open rural setting;
 - The majority of the project area is adjacent to rural zones (Rural - Rural Production to the east of SH1 and Rural - Mixed Rural to the west of SH1). It is assumed that much of the land use adjoining SH1 will remain unchanged into the future, with the exception of the FUZ to the north of the corridor at Drury South. Light Industrial use is anticipated by Council's Drury-Opaheke Structure Plan in this area of FUZ;
 - The existing environment adjacent to SH1 within the Project area is predominantly associated with open pasture or other agricultural land, with scattered areas of weedy scrub, hedgerows and fragments of exotic and native vegetation;
 - On the eastern side of SH1, at the northern end of the Project (at Drury South), the NoR includes land zoned Business - Light Industry and subject to the Drury South Industrial Precinct. Just to the south, the NoR includes land zoned Residential – Mixed Housing Suburban Zone and subject to the Drury South Residential Precinct. Light industrial and commercial uses, along with areas of residential development are contained in this area of the Project;

- The proposed and progressing greenfield developments primarily at Drury South, are a contrast to the existing environment which comprise of large residential lifestyle blocks and land predominated by rural production;
 - There are limited immediate residential neighbours throughout the project. A few rural dwellings are located in near proximity to the road; and
 - The route straddles the Ngākōroa and Hingaia Catchments, dominated by waterways of the same names. The stream corridors that comprise of Drury Creek, Ngakaroa Stream and Hingaia Stream are the only significant natural elements of landscape.
43. The AEE has provided a view of the future state of the environment that the Project should be assessed against, given the long timeframes and the likelihood that the environment that exists at the time of construction may be notably different to what exists today. The AEE relies on the policy direction and provisions of the AUP to manage the uncertainties, noting that:
- Project Areas with existing urban zoning or rural zoning that is not identified for future urban growth are not likely to materially change in the future;
 - The overlays and associated protections for natural features and heritage values will likely be retained into the future environment; and
 - The FUZ areas are likely to experience material change and are limited to the western side of SH1 at the northern end of the Project.
44. **Table 5** below is replicated from the Assessment of Landscape, Natural Character, and Visual Effects Report and demonstrates that the likely future environment is not expected to significantly change from what is currently present, aside from the limited FUZ areas and through developed of areas already zoned for urban uses. The AEE describes the limited amount of FUZ adjoining the NoR:
- There is currently only one section of FUZ within the Project Area, which is approximately 1.3km from Quarry Road to north of the proposed Drury South Interchange on the western side of SH1, see Figure 8-2 below. The remaining sections of the alignment are either within live-zoned areas or are outside of the rural urban boundary (RUB). The FUZ land is located close to the upgraded Drury Interchange and proposed Drury South Interchange. The Auckland FDS indicates this area to be a priority investment in years 11-30 (approximately 2035). While there is a potential risk that the construction of the Project may be prioritised earlier, it is reasonable to assume the area will be or will be in the process of being live zoned ahead of, or in parallel to, the constructing the Project.*

Table 5: Existing zoning and potential future rezoning

NoR	Existing zoning	Future zoning	Relevance to LVA
NoR 1-3	<ul style="list-style-type: none"> Strategic Transport Corridor (SH1) 	No change	Main national motorway comprising transport infrastructure
NoR 1 (east SH1)	<ul style="list-style-type: none"> Rural - Mixed Rural Light industrial 	<ul style="list-style-type: none"> Future Urban / Light industrial Open space – informal recreation 	<p>An increase of built form including commercial/light industry.</p> <p>Hingaia Stream corridor restoration of future public open space.</p>
NoR 1 (west SH1)	<ul style="list-style-type: none"> Future Urban 	<ul style="list-style-type: none"> Future Urban (likely Light industrial) 	An increase of built form including commercial/light industry.
NoR 2 (east SH1)	<ul style="list-style-type: none"> Light industrial Residential – mixed housing suburban zone (UPBZ) 	No change	Increased urbanisation is underway at Drury South Crossing (from previous rural use), comprising large warehousing, depots and light industrial sites; as well as adjacent medium density suburban residential housing in Ramarama.
	<ul style="list-style-type: none"> Rural Production 	No change	Area south of Ararimu Rd comprises horticultural crops, glasshouses, packing sheds and associated residential dwellings
NoR 2, NoR 4 (west SH1)	<ul style="list-style-type: none"> Future Urban 	<ul style="list-style-type: none"> Future Urban (likely Light industrial) 	Area identified for urbanisation as per <i>Drury – Opāheke Structure Plan, 2019</i> .
	<ul style="list-style-type: none"> Rural - Mixed Rural Rural – Countryside Living (east GSR) 	No change	Low density residential on large lots
NoR 3 (east SH1)	<ul style="list-style-type: none"> Rural Production 	No change	Area south of Ararimu Rd comprises horticultural crops, glasshouses, packing sheds and associated residential dwellings
NoR 3, NoR 4 (west SH1)	<ul style="list-style-type: none"> Rural - Mixed Rural Special Purpose 	No change	<p>NZ Hothouse development.</p> <p>St Stephen's School – historic building of regional significance is characterised by campus-style developments.</p>
NoR 5	<ul style="list-style-type: none"> Light industrial Residential – mixed housing suburban zone (UPBZ) 	<ul style="list-style-type: none"> Addition of Open space – informal recreation 	<p>Increased urbanisation is underway at Drury South Crossing (from previous rural use), comprising large warehousing, depots and light industrial sites; as well as adjacent medium density suburban residential housing in Ramarama.</p> <p>Hingaia Stream corridor - Future recreational users and place of environmental and cultural value.</p>

45. In summary, we agree with the approach and assumptions made by NZTA in assessing the Project against the current and future environment.

3.7 Other Designations, Notices of Requirement, Plan Changes and Consent Applications

46. The information referenced in **Table 6** below identifies the existing designations that land within or adjoining the NoRs is subject to.

Table 6: designations within the NoRs

	NoRs 1 – 4	NoR 5
Existing designations	<ul style="list-style-type: none"> SH1 Designations (NZTA): <ul style="list-style-type: none"> Designation 6706 Designation 6700 Designation 6701 Designation 8009 – electricity supply purposes (Counties Energy Ltd) Designation 8521 – electricity transmissions (Transpower NZ) Designation 9104 – Pukekohe to East Tamaki Gas Pipeline (First Gas Ltd) 	<ul style="list-style-type: none"> Designation 8521 – electricity transmissions (Transpower NZ) Designation 9104 – Pukekohe to East Tamaki Gas Pipeline (First Gas Ltd)

47. Furthermore, as outlined in sections 8.8.1.4, 8.8.1.5 and 8.8.1.6 of the AEE, there are plan changes and/or resource consent applications that have recently been approved or are under consideration by the Council.
48. It is noted that several Network Utility Operators have raised concerns around existing designations, and several submitters have raised integration issues between the NoRs with urban development projects.

4. Notification, Submissions and Local Board Views

4.1 Notification

49. The five NoRs were publicly notified on 14 June 2024.
50. The closing date for submissions was 15 July 2024.
51. The number of submissions received for each NoR is identified in **Table 7** below.

Table 7: Submissions

NoR	Number of Submissions	Support / Support in part or with amendments	Neutral / Unclear / Not Stated	Oppose / Oppose in part
NoR 1	9	4	2	3
NoR 2	12	2	2	8
NoR 3	13	2	3	8

NoR 4	14	4	3	7
NoR 5	9	4	2	3
TOTAL	57	16	12	29

4.2 Submissions

4.2.1 Late Submissions

52. One late submission was received for NoR 3 from the following submitter:
- bp Oil New Zealand Limited
53. At the start of the hearing, the Hearing Commissioners must decide whether to extend the closing date for late submissions. Under section 37A of the RMA, the Hearing Commissioners must take into account:
- the interests of any persons who, in the Hearing Commissioners opinion, may be directly affected by the extension or waiver; and
 - the interests of the community in achieving adequate assessment of the effects of the proposal; and
 - the duty under section 21 of the RMA to avoid unreasonable delay.
54. Under section 37 and section 37A of the RMA, we recommend that the late submission on NoR 3 be accepted. The reasons for our recommendation are:
- the submission is within scope;
 - the matters raised in the submission are similar to other submissions that were received during the submission period and therefore do not disadvantage other directly affected parties;
 - we do not consider that the waiver would directly affect the interests of any person; and
 - it is considered that including the late submission will not cause any unreasonable delay.

4.2.3 Assessment of submissions for the five NoRs

55. We have read all the submissions lodged on the five NoRs including the reasons for the submissions and the relief sought.
56. A total of 57 submissions were received across the five NoRs. As set out in **Table 7** above, 16 submissions were in support or support in part with amendments, 29 were in opposition (in full or in part), and 12 were neutral or did not state.
57. A summary of the submissions received for each NoR is provided in **Appendix 3** to this report. Copies of the submissions received are provided in **Appendix 4** this report.
58. This report does not address each individual submission, although some submissions may be referred to specifically. Rather, submissions have been assessed with reference to the issues identified and the relief sought.
59. Many submissions raise similar issues, and these have been summarised as follows:

Positive Effects

- Support for improvements to SH1 to enable growth, increase capacity of the network and reduce congestion;
- Benefits for the wider area in terms of improving access to a more efficient transport network is acknowledged and supported; and
- Active mode pedestrian and cycleways are supported.

Lapse date

- The length of the proposed lapse period (20 years for NoR 4 and NoR 5) results in significant uncertainty for use and development of land;
- The length of the lapse period is unnecessary as it does not correspond with the anticipated timing of when the Project to needed support urbanisation;
- A shorter lapse period is more appropriate; and
- There should be lapse periods for NoR 1, NoR 2 and NoR 3 (which are proposed alterations to existing designations).

Extent of NoR

- The extent of designation boundary is questioned – submitters do not consider the extent proposed is necessary nor well justified;
- Submitters request that the extent of the NoRs over individual properties are reduced as much as possible;
- Demarcation of temporary occupation versus permanent requirement is requested; and
- Submitters request adoption of design approaches which resulted in a reduced NoR Extent (i.e. retaining walls over batters and alternate stormwater management methods).

Alternative Sites, Routes and Methods

- Submitters question the adequacy of the assessment of alternatives, particularly with regard to consideration of methods which can reduce the extent of the NoR.

Property

- Effects on access to property from construction activity and final operation;
- Timing of acquisition and compensation;
- Loss of amenity;
- Concerns that the NoR/s covers critical parts of the site (usually where critical infrastructure is located) and will render the entire business operation inoperable;
- Concerns that the NoR/s will hinder future expansion, upgrade and planning of uses on the land;
- Concerns about costs and time associated with having to relocate infrastructure and structures;
- Concerns about interruptions to or loss of business;
- Concerns around the NoR/s constraining activities on affected land which are provided for under the AUP;

- the restrictions of the designation will either render the entire site beyond reasonable use;
- Uncertainty about the reinstatement of property following completion of construction works, and
- Submitters request more detailed information in relation to future works on their sites, particularly any information that can assist them in making decisions around their property and business.

Natural hazards and Flooding

- Further details requested regarding how stormwater, flooding and earthworks will be dealt with to not exacerbate risks;
- Concerns with stormwater and flood modelling and assumptions; and
- Concerns with location of proposed swales, wetlands and stormwater ponds.

Noise and Vibration

- Construction noise and vibration effects on established activities on individual sites.

Traffic effects

- Access issues (particularly around safe and efficient access to property and from the property onto the adjacent transport network);
- Concerns around the concept designs shown on the General Arrangement Plans;
- Integration with existing roads and infrastructure; and
- Construction effects on traffic;

Other matters raised:

- Early and ongoing engagement with Network Utility Operators and landowners/businesses is requested;
 - Properties and/or parties should be identified specifically in the conditions;
 - The outcomes of engagement undertaken are recorded and presented to Council at the OPW stage;
 - Construction effects – traffic, noise, vibration, dust, congestion, pollution;
 - Any effects on the infrastructure of Network Utility Operators are addressed at an early stage and a collaborative approach is taken to address any concerns raised by the operators;
 - Conditions – new and amended conditions to address concerns raised by Network Utility Operators; and
 - Periodic review of the designation prior to completion of construction.
60. The issues raised in submissions have been considered in the assessment of the NoR, including by each of the Council specialists where they relate to the specialists' professional discipline. Their memorandums have informed our response to the submissions.
61. Our recommendations in response to the submissions are set out in Section 6.6 and in the recommended conditions (**Appendix 5**) to be included in each NoR.

4.3 Franklin Local Board Views

62. The NoR is located within the boundary of the Franklin Local Board. Views were sought from the Franklin Local Board following the close of submissions on the five NoRs. The Franklin Local Board provided their views at their local board meeting on 27 August 2024:

Resolution number FR/2024/121

MOVED by Chairperson A Fulljames, seconded by Member M Bell JP:

That the Franklin Local Board:

- a) whakarite/ provide the following views on the five NoRs from the NZ Transport Agency Waka Kotahi for the Papakura to Bombay Stage 2 project:*
 - i) support the motorway widening programme and acknowledge the need to acquire land to support programme outcomes*
 - ii) support the approach to minimise effects on community assets eg Ramarama Hall and established businesses*
 - iii) recommend that Waka Kotahi work with other major projects and land designation plans in the area to ensure that planning for facilities such as cycleways do not create duplication of effort and investment*
 - iv) recommend placing the pathway/cycleway on the eastern side to access a substantial business and residential development which would ensure optimum use*
- b) whakahē /decline the opportunity appoint a local board member to speak to the local board views at a hearing on the NORs P2B Stage 2.*

CARRIED

63. The views of the Franklin Local Board are acknowledged. Where appropriate, the following assessment addresses a number of the concerns raised by the Board.

5. Consideration of the Notices of Requirement

5.1 Designations Under the Resource Management Act 1991

64. The RMA provides that the procedures adopted in processing a NoR are generally those adopted for processing a resource consent application. This includes lodgement (or in the case of NoRs being 'served on a Council'), requiring further information, notification, receiving and hearing of submissions.
65. However, the procedure differs from the resource consent process in respect of the Council's consideration of a NoR. Section 171(1) of the RMA states:

(1A) When considering a requirement and any submissions received, a territorial authority must not have regard to trade competition or the effects of trade competition.

(1) *When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*

(a) *any relevant provisions of—*

(i) *a national policy statement:*

(ii) *a New Zealand coastal policy statement:*

(iii) *a regional policy statement or proposed regional policy statement:*

(iv) *a plan or proposed plan; and*

(b) *whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if—*

(i) *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*

(ii) *it is likely that the work will have a significant adverse effect on the environment; and*

(c) *whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*

(d) *any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*

(1B) *The effects to be considered under subsection (1) may include any positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from the activity enabled by the designation, as long as those effects result from measures proposed or agreed to by the requiring authority.*

66. Section 171(1) is subject to Part 2 of the RMA. Part 2 contains the purpose and principles of the RMA. It has been confirmed by the Environment Court that, in relation to a designation matter:

...all considerations, whether favouring or negating the designation, are secondary to the requirement that the provisions of Part II of the RMA must be fulfilled by the proposal.²

67. After considering these matters, the council needs to make a recommendation to the requiring authority under section 171(2) of the RMA which states:

(2) *The territorial authority may recommend to the requiring authority that it –*

(a) *confirm the requirement:*

² See *Estate of P.A Moran and Others v Transit NZ* (W55/99).

- (b) *modify the requirement:*
- (c) *impose conditions:*
- (d) *withdraw the requirement.*

68. Reasons must be given for the recommendation under section 171(3) of the RMA.

Alterations to existing Designations

69. Section 181 of the RMA relates to the alteration of any existing designation. NoR 1, 2 and 3 are alterations to existing designations 6706, 6701 and 6702.

70. Section 181(2) states that sections 168 to 171 apply to the “modifications” as if it were a requirement for a new designation. Section 181 is set out below:

181 Alteration of designation

- (1) *A requiring authority that is responsible for a designation may at any time give notice to the territorial authority of its requirement to alter the designation.*
- (2) *Subject to subsection (3), sections 168 to 179 and 198AA to 198AD shall, with all necessary modifications, apply to a requirement referred to in subsection (1) as if it were a requirement for a new designation.*
- (3) *A territorial authority may at any time alter a designation in its district plan or a requirement in its proposed district plan if—*
 - 1 *the alteration—*
 - *involves no more than a minor change to the effects on the environment associated with the use or proposed use of land or any water concerned; or*
 - *involves only minor changes or adjustments to the boundaries of the designation or requirement; and*
 - 2 *written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and*
 - 3 *both the territorial authority and the requiring authority agree with the alteration— and sections 168 to 179 and 198AA to 198AD shall not apply to any such alteration.*
- (4) *This section shall apply, with all necessary modifications, to a requirement by a territorial authority to alter its own designation or requirement within its own district.*

6. Assessment of Effects on the Environment

71. It is acknowledged that the construction of the infrastructure that is the subject of the NoRs may not occur for over a decade or more. In that regard, the assessment of effects against the current existing environment will not necessarily provide an accurate reflection of the future environment in which the effects of the NoRs will be experienced. Accordingly, the assessment of effects in this report has also considered the likely future effects of the designation – largely in accordance with NZTA's own assessment.
72. It is also noted that NoRs apply to the routes proposed for designations and not to the actual physical works involved. Should the NoRs be confirmed, an outline plan of works process under section 176A of the RMA would apply to the detailed design and implementation of the works needed. That said, it is incumbent on the RA to demonstrate that the effects of the designation, including its implementation, have been assessed and have been adequately considered.
73. The assessment of effects in this report considers the effects on the environment of allowing the NoRs, having particular regard to the matters set out in sections 171(1)(a) to (d) and (1B) of the RMA.

6.1 Effects To Be Disregarded – Trade Competition

74. We do not consider that there are any trade competition effects that should be disregarded. The submissions do not raise any trade competition issues.

6.2 Effects That May Be Disregarded – Permitted Baseline Assessment

75. The permitted baseline refers to the adverse effects of activities that are permitted by a plan on a site. In this case the NoRs refer to multiple sites with a range of different zonings and combinations of permitted activities. This includes rural, residential, business and special purpose zones and the FUZ (which enables primarily rural activities until rezoning occurs).
76. The Environment Court in *Beadle v Minister of Corrections* A074/02 accepted that the obligation to apply permitted baseline comparisons extended to NoRs. In *Nelson Intermediate School v Transit NZ* (2004) 10 ELRNZ 369, the Court accepted that the permitted baseline must define the “environment” under section 5(2) (b) and (c) and from that section 171(1). When considering the adverse environmental effects of a proposal, the effects may be considered against those from permitted baseline activities. As the effects resultant from permitted baseline activities may be disregarded, only those environmental effects which are of greater significance need be considered.
77. In *Lloyd v Gisborne District Council* [2005] W106/05, the Court summed up the three categories of activity that needed to be considered as part of the permitted baseline as being:
1. What lawfully exists on the site at present.

2. Activities (being non-fanciful activities) which could be conducted on the site as of right; i.e., without having to obtain a resource consent (see for example Barrett v Wellington City Council [2000] CP31/00).
 3. Activities which could be carried out under granted, but as yet unexercised, resource consent.
78. As set out above, the purpose of the permitted baseline is to isolate and make irrelevant effects of activities that are permitted by a district plan or have already been consented to on the subject land.
79. Application of the permitted baseline approach is optional depending on its merits in the circumstances of the NoR being considered. In this case, we are of the view that the permitted thresholds and associated effects that apply throughout the AUP zones are significantly lower than the scale and intensity of activities proposed and that they provide very little, if any, useful comparison of effects. Therefore, we recommend that the permitted baseline be disregarded on the grounds that it will offer relatively limited assistance in the context of this Project.

6.3 Effects That May Be Disregarded – Written Approvals

80. Any effect on a person who has given written approval to the NoR/s may be disregarded if it is appropriate to do so.
81. No written approvals were included in the NoRs and at the time of writing none have been provided.

6.4 Use of Management Plans

82. NZTA proposes to use management plans to address the majority of anticipated environmental effects, and these have been offered as conditions of consent. If confirmed, the management plans would provide the framework to guide the final design of the various components of the transport corridors and to avoid, remedy mitigate or manage the adverse effects of the construction activities associated with the implementation of the project. The following management plans are required to be prepared under the conditions offered by NZTA:

- Construction Environmental Management Plan (**CEMP**);
- Construction Noise and Vibration Management Plan (**CNVMP**);
- Construction Traffic Management Plan (**CTMP**);
- Ecological Management Plan (**EMP**);
- Historic Heritage Management Plan (**HHMP**);
- Network Utilities Management Plan (**NUMP**);
- Stakeholder and Communication Management Plan (**SCMP**);
- Urban and Landscape Design Management Plan (**ULDMP**);
- Tree Management Plan (**TMP**); and
- Electrical Infrastructure Management Plan (**EIMP**).

83. It is acknowledged that the NoR process is primarily about route protection rather than implementation and in that regard a management plan approach is accepted as an appropriate method, given that detailed assessment and implementation would occur

at the OPW stage. We note that the use of management plans enables some fine-tuning of controls set in conditions. The ability to fine-tune is preferred to an approach of setting absolutes, given that detailed designs are still to be confirmed, and a degree of flexibility is appropriate.

84. We generally agree that if the NoRs are confirmed, detailed design will take place once funding is in place and is subject to further potential refinement as part of the OPW process. The conditions attached to the NoRs will provide a parameter for Council to consider whether any relevant effects have been considered and resolved at the OPW stage.
85. However, it is important that the NoR conditions set out a robust resource management process for the preparation of management plans. Council considers that the use of management plan conditions needs to be certain and enforceable. In that regard management plan conditions should have a clear objective as to what it is to achieve as well as specific measures to avoid or mitigate potentially adverse effects. Management plans should also avoid delegation of decision-making requirements to a Council officer.
86. We have recommended several amendments to the management plan conditions across NoRs 1 - 5 to address certain adverse effects and/or make the management plans more effective. Our experts have also provided their views on the management plan conditions and we have relied on their advice in coming to our recommendations.

6.5 Positive Effects

87. The positive effects of the Project are discussed within Section 10.2 of the AEE, and summarised follows:

Transport and Traffic Positive Effects

- Improvements in the safety and resilience of the SH1 network between Papakura to Bombay, increasing transport choice and accessibility to support growth in the south of Auckland, and supporting the inter and intra-regional movement of people and freight and national and regional economic growth and productivity;
- The additional lanes along the motorway will continue the increased capacity provided through Stage 1 of the P2B project, which will reduce travel times and lead to quicker and more efficient journey times for road users overall;
- New and upgraded facilities for pedestrians and cyclists will improve accessibility to active mode infrastructure, encourage mode shift and support community health and wellbeing through the uptake of active modes, and;
- Improvements along SH1 will enhance the safety and resilience of the motorway network, including upgraded interchanges, wider shoulders, new barriers and additional lighting.

Vehicle Emissions

- The Project supports efforts to lower emissions by providing a new SUP and improving local walking and cycling infrastructure; and
- The Project is future proofed with the opportunity for public transport (i.e. a bus lane) to be accommodated within the widened shoulder of the state highway.

Ecological and arboriculture

- The Project will provide opportunities for native restoration planting, increase the number of native species and may introduce new trees; and
- The future construction of the altered traffic lanes and associated SUP will enable replacement and enhancement planting on NZTA land.

Landscape and Visual amenity

- The provision of green corridors through extensive planting on either side of SH1 which will enhance the landscape character of the area;
- Landscape planting between the SUP and SH1 which will also increase the visual amenity experienced by users of the SUP; and
- Potential for enhancement of stream environments and naturalised stormwater treatment devices.

88. Section 6.6.4 of this report addresses the transport and traffic benefits of this Project in more detail, including comments from council's transport expert.

6.6 Actual and Potential Adverse Effects

89. The following sub-sections assesses the adverse effects of the five NoRs collectively and/or individually. The issues raised in submissions have also been considered and are referred to where relevant.

6.6.1 Effects of the Lapse Date Sought

NoR

90. As outlined in Section 3.4 of this report, NZTA has sought a 20-year lapse period for NoRs 4 and 5, while lapse periods are not considered to be applicable for NoRs 1, 2 and 3 given that the existing designations to be altered has already been given effect to.³

Explanation and rationale for extended lapse periods

91. NZTA have provided detailed rationale to support the proposed extended lapse periods. In summary, the key reasons are:

- To achieve the purpose of the NoRs which is to take a long term 'route protection' approach to the objective of upgrading the transport corridor;

³ The AEE references the case of Poutama Kaitiaki Charitable Trust v Taranaki Regional Council [2022] NZHC629.

- to manage the uncertainties inherent in planning and delivery of upgrades to the strategic network in the long term, in an ever-changing environment; and
 - to provide the flexibility to secure project funding, respond to future growth, respond to changes in the transport network, and to integrate with adjacent transport networks.
92. NZTA expects that the proposed transport network will not be constructed for 15 – 20 years, taking into account the need to secure funding and the anticipated timing of future developments in transport and land use in the southern area. As such, NZTA highlights that a shorter lapse doesn't necessarily mean the Project will be implemented earlier:
- a lapse period is a limit and not a target, the Project might be implemented earlier (then the upper limit of 20 years) if other contributing factors to implementation readiness are in place (i.e. funding, rate of growth and integration with adjacent transport projects);
 - a shorter lapse date would not necessarily translate to an earlier availability of funding;
 - a shorter lapse period does it compel the RA to implement the Project earlier than when it is needed; and
 - the RA might be required to extend the lapse period through section 184 of the RMA.
93. The AEE further states that a shortened lapse date might set unrealistic expectations for the community and be misleading, particularly when the growth and development required to trigger need for the implementation of the Project might not occur for some time.
- Conditions offered to mitigate the effects of an extended lapse periods*
94. As noted in the AEE, on-going communication is considered to be an effective method of mitigating uncertainty/blight associated with the extended lapse periods. To implement this approach, the following conditions have been offered by NZTA:
- Project Information condition for all NoRs; and
 - Stakeholder and Communications Management Plan condition for all NoRs.
95. The Project Information condition requires the RA to set up a website, or equivalent virtual information source, to act as the key source information about the Project. Information to be provided include the status of the Project, anticipated construction timeframes, information on the written approval process and a subscription service for people to sign up to.
96. The Stakeholders Communication Management Plan ('**SCMP**') will be implemented prior to the start of construction to identify how the public and stakeholders will be communicated with throughout construction works.
97. Another method noted in the AEE to manage uncertainty and restrictions for landowners is for NZTA to provide to take a 'responsive' approach to land use integration by:

- *providing information on the Section 176(1)(b) process and NZTA contact details to support the integration of development with the extension and / or upgrade of each corridor, where practicable, and;*
- *NZTA will work with landowners and developers under the process in s176(1)(b) to provide written consent for development within the proposed designations, provided those works will not prevent or hinder the work authorised by the proposed designation.*

Submissions

98. A common theme from the submissions received was that the 20-year lapse period sought is too long and that a shorter period is more appropriate.
99. Several submitters have expressed concern that NoRs 1-3 have no lapse period. Submitters consider that it is necessary and appropriate to attached lapse periods for the alterations given the scale of the boundary extension and the potential effects. As well, some submitters note that in areas where new NoRs overlap with alterations to existing designations, any lapse periods (for new designations) would effectively be meaningless given that the alterations that also apply to the land do not have lapse periods.
100. Submitters generally share similar concerns regarding long lapse periods in that it would cause blight, result in long periods of uncertainty, curtail reasonable use of their property and unreasonably restrict future plans for the property.
101. Most of the submitters consider that a 10-year lapse period will still enable the RA to meet its objectives. Submitters consider that the Project will be required earlier than what the extended lapse period suggests. Submitters point to the Future Development Strategy 2023 – 2053 ('FDS') Future Urban Area timing (refer to **Table 8** below), which identifies the development readiness of Drury as being 2035+ and Pukekohe as being 2035+ and 2040+.

Table 8: FDS Future Urban Area timings for the South

South		
Ōpaheke, Drury East, Drury West	Ōpaheke	2050+ (including red flag)
	Drury East	2035+ (including red flag)
	Drury West (Stage1) (remainder)	2035+
	Drury West (Stage2)	2035+
	Drury West (Stage3) (remainder)	2035+
Pukekohe and Paerata	Paerata South	2030+
	Paerata West	2040+
	Pukekohe North-east	2040+
	Pukekohe North- west	2040+
	Pukekohe East	2035+
	Pukekohe South-east	2040+
	Pukekohe South- west	2035+

102. Submitters also note that Appendix 3 of FDS identifies the Project as a significant development infrastructure required to support or service development capacity, and that it is required in Decade Two (2033+). Refer to **Table 9** below.

Table 9: Road network projects (source: Appendix 3 of the FDS)

Decade One (2023+)	Decade Two (2033+)	Decade 3 (2043+)
<ul style="list-style-type: none"> • Penlink • Ara Tūhono project (Pūhoi to Warkworth) • The Papakura ki Pukekura - Papakura to Bombay project (Stage1 Papakura to Drury) 	<ul style="list-style-type: none"> • Ara Tūhono project (Warkworth to Wellsford) • State Highway Improvements (north)[#] <ul style="list-style-type: none"> ◦ SH1 widening (between Lonely Track Bridge and Silverdale interchange) ◦ Silverdale Interchange upgrade ◦ Wilks Road interchange ◦ Upgrade to Redvale interchange (upgrading the proposed Ō Mahurangi Penlink interchange) • Waitematā Harbour Connections • SH16 & SH18 Upgrades • Drury to Pukekohe Corridor • Mill Road^{#1} • The Papakura ki Pukekura - Papakura to Bombay project (Stage2) • East – West Link 	<ul style="list-style-type: none"> • Mill Road • State Highway Improvements (north)[#]

Our assessment

103. One of the key reasons set out in the AEE for the extended lapse periods is so that the Project can be implemented in response to changes in the adjacent transport network and in response to growth. In this regard, the AEE sets out two ‘triggers’ that are relevant for the Project:

- *Improvements southwards between Drury and the proposed new interchange at Drury South Interchange would be necessitated around 2036, to align with the proposed construction of the Mill Road Extension and Pukekohe Expressway, which both reinforce the roading hierarchy by directing traffic from the local roading network on to SH1; and*
- *Complete improvements between Drury South and Bombay by 2046 to respond to development growth in the Southern Growth Area (South Auckland and North Waikato).*

104. Section 8.8 of the AEE provides some detail as to how these triggers influence the need for an extended lapse date:

These triggers are not anticipated in the short term, as discussed in Section 7 above. Given the delayed requirement for the Project, as of February 2024, there is no funding allocated for the construction of the Project. As such, the Project is not anticipated to be constructed for 15-20 years.

105. In terms of the first ‘trigger’, we note that the AEE has provided some commentary with respect to the timings in the FDS:

In July 2023 Auckland Council approved the Future Development Strategy (FDS 2023-2053), which replaced the Development Strategy 2018 and the FULSS 2017. While there is no material change on the full build out within areas of Future Urban

Zones (FUZ), the document proposes a new timeframe of land development, which sequences land development later than originally proposed in the FULSS 2017. Based on FDS 2035- 2053, FUZ land at Drury are expected to be development 2035 onwards.

106. In terms of the second 'trigger', the rationale for the '2046' timing is not clearly explained but we assume it is influenced by the SGA Indicative Business Case for Route Protection and the 2046+ scenario (full build-out of the future urban growth areas).
107. The Integrated Transport Assessment for the Drury - Opaheke and Pukekohe - Paerata Structure Plans sets a similar date of 2048+ when it comes to the expected full-out of the growth areas. As set out in the ITA, the Project is required as part of the full road network (assumed to be completed by 2048+) to support the full build-out of the land use development capacity in the structure plan.
108. In terms of adjacent transport projects, we note that the following projects are dependent upon the completion of the upgrades and new infrastructure provided through NoR 2, NoR 3 and NoR 5:
 - Mill Road (Bombay) - Pukekohe East Road Upgrade
 - Drury West Arterial and South Drury Connection
109. The FDS lists them as infrastructure prerequisites, linked to the development readiness of Pukekohe (Pukekohe East, Pukekohe Southeast) and Drury in 2035+.
110. We also note that in the FDS, 'SH1 Drury South Interchange' is listed as an infrastructure prerequisite for the development readiness of Drury West Stage 3. Refer to **Figure 5** below:

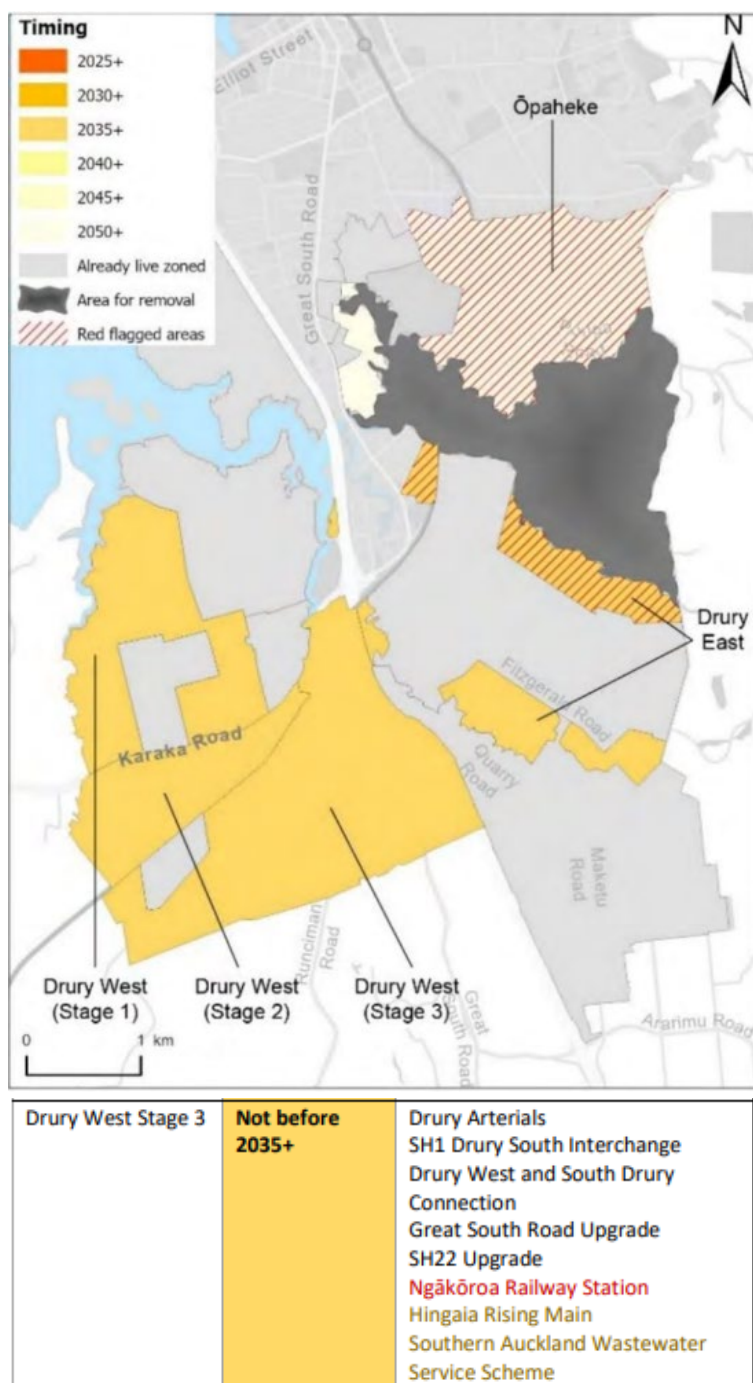


Figure 5: Timing of future urban areas and key infrastructure prerequisites associated with these (Source: FDS)

111. Overall, we assume the Project could be implemented prior to the assumed full build-out (i.e. 2046+ or 2048+) of the growth areas. Based on the FDS timings for Pukekohe and Drury, we would assume that the Project would be underway from 2035 onwards given the development pressures that would arise with Drury and some of Pukekohe being timed for development readiness around that period. There are also adjacent transport projects that are dependent on the provision of this Project.
112. We agree with submitters that with an extended lapse period, there could be long periods of time when the Project is essentially dormant, and this poses significant uncertainties for landowners who are subject to restrictions regardless. Other harmful

effects include loss of property value and the inability to sell. The term “planning blight” has often been used to encapsulate these concerns. The AEE (in Footnote 9), defines the term as:

Planning blight– refers to the negative impact and uncertainty caused by the potential designation of land for a specific purpose, the uncertainty can affect the value, enjoyment, and development potential of the land and surrounding properties, due to the anticipation of future changes and restrictions that may result from the proposed project

113. The potential effects of planning blight are acknowledged in the AEE, which states:
- It is acknowledged that when considering an extended lapse period, it is appropriate to balance the need for that lapse period against the potential ‘planning blight’ effects on landowners. In the absence of a specific construction commencement date, and other precise information regarding construction duration within any specific area, the method for managing any outstanding uncertainty associated with the lapse period being sought is ongoing communication with affected landowners.*
114. The AEE goes on to say that ongoing communications with affected landowners and providing s176(1)(b) approvals will assist in mitigating the effects of planning blight. A suite of conditions is offered by NZTA to deal with the issue of uncertainty/blight.
115. As part of our response to submissions relating to property and land use impacts, we have recommended strengthening those conditions (refer to Section 6.6.13 of this report). In our view, those amendments go some way to addressing uncertainty (or planning blight) for affected parties.
116. Aside from conditions, we are aware that there are several measures available to landowners to alleviate restrictions and blight if the designations are confirmed, and they include:
- A RA may grant approval to landowners to undertake specific activities under Section 176/178 on the land prior to Project implementation;
 - Under Section 185, a landowner may apply to the Environment Court for a court order obliging the RA to acquire or lease all or part of the owner’s land. There are criteria under 185(3) that must be satisfied; and
 - The AEE states that the designations will not preclude the continued (unchanged) use of any directly affected properties prior to construction.
117. We do not consider the above measures to be particularly helpful:
- Section 176/178 approvals are solely at the discretion of the RA.
 - Section 185 requires that certain criteria must be met and even so, there is no certainty that the Environment Court will grant the order sought. This option also requires commitment of potentially significant resources and time. First the landowner has to commit resources to market a property for sale, then assuming the property does not sell, the landowner has to engage experts for advice and to get valuations completed. An application then must be made to the Environment Court, likely requiring more expert input.

- Section 176 sets out the effect of designations on land and section 176(1)(b) states:

(b) no person may, without the prior written consent of that requiring authority, do anything in relation to the land that is subject to the designation that would prevent or hinder a public work or project or work to which the designation relates, including—

- (i) undertaking any use of the land; and*
- (ii) subdividing the land; and*
- (iii) changing the character, intensity, or scale of the use of the land.*

Although it is acknowledged that it is normal practice for designations, we consider the above to be restrictive in that permission must be sought and granted by the relevant RA for someone to utilise or develop their own property where it might prevent or hinder a public work or project or work to which the designation relates.

118. Having considered the:

- explanation and rationale by NZTA for the extended lapse period;
- the submissions received on lapse periods; and
- the conditions offered for mitigation of uncertainty/blight,

we agree with the AEE that a balance needs to be struck between the need for the lapse period against and the effect of the lapse period on landowners.

119. We consider that the concerns of the submitters are valid and that the longer lapse periods sought for NoR 4 and NoR 5 has the potential to create a significant level of uncertainty and/or planning blight on the properties affected.

120. In our view, the offered conditions and the other measures available to landowners do not do enough for directly affected parties.

121. Aside from general relief to decline the NoR/s, submitters have requested much shorter lapse periods if the NoR/s are confirmed. We agree with submitters that a shorter lapse period is appropriate.

122. The NoRs are intended to support the Southern Growth Areas and to align with adjacent transport projects. Based on the FDS, which identifies the development readiness of Drury and Pukekohe to be from 2035-2040, development pressures and the need to ensure infrastructure is aligned with development within these areas should provide the impetus to implement the corridors and connections that the NoRs seeks to achieve within the next 15 years.

123. We therefore recommend a shorter lapse period in the order of 15 years for NoR 4 and NoR 5.

6.6.2 Extent of the NoR

NoR

124. The Design and Construction Report ('**DCR**') outlines the approach for establishing the proposed designation extents. The extent of the proposed designations includes land

for both temporary (construction) and permanent occupation. As noted in the DCR, an indicative design of the Project sufficient to inform the NoR footprints and to assess an envelope of effects, along with an indicative construction methodology has influenced the proposed designation extents, noting that flexibility was considered crucial given the uncertainty of the future environment.

125. The AEE states the indicative construction methodology developed for the project is based off the previous stage of the P2B Project. A summary of land requirements for construction works (otherwise known as 'typical construction area requirements') is included in Table 4-1 of Section 4.3 of the DCR. These area requirements have informed the extents of the Project.
126. As lodged, the proposed general alignment plans provide a concept design of the works, noting that the OPW and any regional consents as required are forthcoming:
...the final design of the Project (including the design and location of associated works including bridges, culverts, stormwater management systems, soil disposal sites, signage, lighting at interchanges, landscaping, realignment of access points to local roads, and maintenance facilities), will be refined and confirmed at the detailed design stage.
127. The AEE notes that the concept design of the corridor is consistent with the range of specialist input supporting the NoR. The various specialist reports provide inputs into the design of the road corridor, ancillary infrastructure and methods to mitigate construction and operational effects, based on their area of expertise.
128. A condition has been offered by the RA to require that at the completion of construction, the designation footprint will be reviewed and will be uplifted from those areas not required for the ongoing operation, maintenance or effects mitigation associated with the road corridors under Section 182(1) of the RMA.

Submissions

129. Out of all the submissions received, the most commonly raised issue relates to the extent of the NoRs. Submitters have raised similar concerns across the five NoRs:
 - A lack of detail in the design of the transport infrastructure (including ancillary infrastructure);
 - No clear rationale behind the design of the transport infrastructure (including ancillary infrastructure) that is available;
 - No clear rationale for the extent of the designation;
 - No distinction between land designated for construction and land designated for operation;
 - That opportunities to reduce the extent of the NoR by considering different construction methodologies and component design (such as batter slopes versus retaining walls) have not been adequately considered; and
 - Impacts on property and business.
130. In terms of relief, submitters seek that the extent of the designation is rationalised and reduced as much as possible to reduce impacts on property. Several submitters have

stated that the extent of the NoR may severely hinder future operations on their site or render their current operations inoperable.

131. Submitters who have consented development in areas subject to the designation have requested consultation with NZTA, and amendments to the extent of the designations, to ensure that the works within the designated area can continue and the conditions of their consent can be met.
132. Several submitters have said that the RA is designating more land than is required and as a result, submitters consider that businesses and property have been 'unnecessarily' impacted. Submitters state that the lack of explanation from the RA, for the proposed extents, including a differentiation between temporary versus permanent requirement, further exacerbates their concerns.
133. Generally, submitters request that if the NoR is confirmed and designating their property is unavoidable, the extent of the NoR must be 'minimised to the greatest extent possible' and a boundary is identified to separate the areas that is to be acquired and areas that is to be required temporarily for construction.

Our assessment

134. From the AEE and the DCR, we understand that in order to inform the designation extent, the following matters were considered by the RA:
 - typical cross-sections (provided for each NoR under Tables 3-2 to 3-6 of the AEE);
 - existing local Topography;
 - a level of design flexibility;
 - construction areas (which are temporary) which is informed through the requirements associated with the 'typical areas for construction' and anticipated construction methodology (refer to the Design and Construction Report);
 - operational and maintenance requirements; and
 - any areas needed to mitigate effects.
135. The DCR has noted the need to retain a degree of flexibility when the project is not implementation ready, and that the actual extent of permanent acquisition may change depending on the final detailed design which is not available at this time. As well, construction areas need to be included in the designation to enable the construction of the road corridor and is based on previous experience and factors such as local constraints, topography and access.
136. Given the nature of the NoRs being sought is for route protection, instead of being an implementation ready project, we generally accept that the methodology and approach the RA has taken to establish the extent of the five NoRs is reasonable, and identification and justification of the temporary and permanent designation boundaries cannot be precisely defined at this stage.
137. We generally agree with submitters that the level of flexibility retained by the RA does create uncertainty for landowner, however we find that the proposed extent of the NoR is reasonably necessary to allow an extent that:

- provides sufficient space for construction, operation, maintenance and mitigation of effects;
 - enables flexibility given that detailed design has not yet progressed;
 - acknowledges that the future environment may be different to what exists today; and
 - does not lock in a specific design or construction methodology given the uncertainties for a Project that may not be constructed for a decade or more.
138. Given the above, we do not recommend any amendments to the NoR extent.
139. We understand that the RA has been liaising with various submitters such that they may be in a position to provide an update on the outcomes of this via their evidence or at the hearing.

6.6.3 Alternative Sites, Routes and Methods

NoR

140. We discuss the Assessment of Alternatives completed by the RA in Section 7.6 of this report in relation to the statutory requirements of Section 171(1)(b).

Submissions

141. As discussed in Section 6.6.2, several submitters have questioned the rationale for the extent of the NoR. Subsequently, submitters have also questioned whether sufficient consideration has been given to alternative methods (construction methods and componentry design) which could influence the extent of the NoR. Common concerns raised by submitters include:
- No assessment of alternatives taken in relation to the extent of the boundaries;
 - No assessment of alternatives taken in relation to different construction methodologies;
 - Very little consideration given to alternative designs in relation to the Project componentry in order to reduce impacts on property/business;
 - No consideration given to efficient use of resources (i.e. by unnecessarily taking land); and
 - Inadequate assessment of alternatives undertaken.
142. Submitters have highlighted the following proposed works, which they consider has not been through an adequate consideration of alternatives:
- the new Shared User Path;
 - the new Drury South Interchange; and
 - Ancillary infrastructure (i.e. wetlands and swales).

Our assessment

Extent of the designation and alternative methods

143. The most common issue raised by submitters is that alternative designs, construction methodologies and alignments have not been adequately considered, thus leading to unnecessarily extensive boundaries with little to no consideration of the local impacts. We discuss this issue below and more broadly in Section 7.6 of this report.

144. When it comes to NoRs and decisions made following an assessment of alternatives, it is our view that the extent of the NoR is a matter subject to Section 171(1)(c), that is, a matter of 'necessity'. The statutory requirement is concerned with whether the extent of the NoR is 'reasonably necessary' in relation to the objectives of the RA, as opposed to whether the RA has undertaken sufficient consideration of varying spatial extents of the NoR boundaries.
145. We acknowledge that it is not immediately clear whether alternative methods should include a comparison of various construction methodology and componentry design, with the purpose of giving consideration to designation boundary extents. This is a matter raised by submitters. We found no clear guidance on this matter but our views and reasonings are set out below.
146. We consider that the consideration of alternative methods, like alternative sites and routes, has to do with the means of achieving the objectives of the RA in a physical sense (as opposed to setting out the statutory options available and considering alternatives in that sense). In this case, we consider that Appendix K (Alternative Assessment Report) does provide an assessment of methods (for physically achieving the works) along with assessments of alternative routes and sites. Intersection forms, batters versus retaining walls and the form of the SUP are physical methods for achieving the RA's objectives. As per Section 7.4 of this report, we have concluded that an adequate consideration of methods has been given, noting that for a large, complex and linear project, we do not expect the RA to have tested various alternative methods across the corridor for each individual site directly affected by the NoR/s.
147. Going back to the concerns raised by submitters, the key question in our view is whether the extents (of the designation boundary) resultant from alternative methods is in any way relevant in the RA's consideration of alternative methods.
148. We note that the AEE and DCR have discussed available methods of construction, along with the provision of a general framework and approach for determining component design for the corridor. In some areas, such as where notable trees are concerned (at St Stephen's School), a more comprehensive assessment of methods was undertaken in response to the environmental and physical constraints of the area. In other areas, a general approach based on previous experience and typical construction methods and technologies is proposed.
149. We acknowledge that different construction methods and componentry design would likely achieve varying designation boundary extents. However, we do not consider it necessary for the RA to come up with a range of comparisons (based on varying methods) of the boundaries. In the context of this Project, we are of the view that the methods proposed at this time would achieve the objectives of the RA and is therefore reasonably necessary. The proposed designation boundary extent, which is the resultant outcome of the chosen methods, is not, in our view, under scrutiny here. This is not to say that the RA could not refine the methods and potentially reduce the extent of the designation boundaries.

Adequacy of the assessment of alternatives.

150. Several submitters have raised concerns that the assessment of alternatives undertaken was inadequate. As set out in Section 7.6 of this report, we consider that an assessment of alternative sites, routes or methods is a relevant consideration for all five NoRs.
151. With respect to the requirements under section 171(1)(b), we note the following:
- We understand that Section 171(1)(b) does not require a RA to fully evaluate every non-suppositious alternative with potentially reduced environmental effects.⁴ The enquiry is into whether the RA has acted arbitrarily or given only cursory consideration to the alternatives.⁵
 - The RA does not have to show that it has selected the best of all available alternatives. The option chosen by the RA is the one that it considers meets the objectives of the Project.
 - Selection of the preferred site, route or method is ultimately up to the RA. It is not a function given to the territory authority even if they or any other person considers that a more ideal alternative exists. The focus is not on the outcome, but on the adequacy of consideration given to given to alternatives.
152. Having reviewed the AEE and Assessment of Alternatives Report, it is our opinion that the process, and the consideration given to alternative sites, routes and methods is adequate.

6.6.4 Transport Effects

NoR

153. Transport effects are addressed in section 10.3 of the AEE and in the Assessment of Transport and Traffic Effects Report included as Appendix D to the NoR documents. The assessments consider the construction effects of each NoR and the long-term, operational effects of the NoRs.

Operational Effects

154. The Transport and Traffic Report has considered the efficiency, effectiveness and safety of travel along the strategically significant SH1 route. As set out in Section 3.1 of the assessment, transport modelling has been undertaken to understand the key differences between scenarios where the Project has been implemented versus where it hasn't, relying on the forecasted 2038 and 2048 traffic demands.
155. The traffic assessment concludes that once operational, the proposed NoRs will have long term, overall, positive transport effects:
- *Improve efficiency and effectiveness of travel along SH1. The reduced travel times will make journey times along SH1 shorter which will benefit a significant volume of traffic, including freight movements.*

⁴ Architectural Centre Inc, para [399].

⁵ Waimairi District Council v Christchurch City Council C30/1982

- *Improve safety. Safety will be improved through a reduction in crash severity through safety upgrades that will make SH1 a safer and more resilient route.*
- *Provision of upgraded pedestrian and cycle facilities through the SUP and existing interchanges will improve pedestrian and cyclist connectivity and safety.*
- *Improved pedestrian and cycle facilities will make these modes more attractive modes of travel and enabling improved transport choices and promoting these modes of transport.*
- *Reduce traffic volumes on local roads. This will result in less delays on these routes for public transport and freight that are using them. Pedestrians and cyclists that use these roads will benefit from the reduced traffic volumes and providing them with a safer and more pleasant environment.*
- *Provide improved connectivity between Pukekohe and Drury via the new Drury South interchange which will support growth in these areas.*

156. The assessment also lists a range of more specific positive walking, cycling, public transport, freight and safety effects:

- *Safer and better-connected walking and cycling routes by providing new and upgraded facilities for pedestrians and cyclists:*
 - *A new off-road SUP continuing from Stage 1 (South of Drury Interchange) to Bombay Interchange, which will contain multiple local connection points to new and existing communities.*
 - *Upgraded facilities at the existing and Ramarama and Bombay Interchanges as well as new facilities as part of the new Drury South Interchange.*
 - *The enhancements will improve accessibility and safety for active mode users, addressing the current lack of such facilities in the Project area and promoting a shift towards walking and cycling as preferred modes of transport. Furthermore, this will provide more support for future development in the local area.*
- *The shoulder lanes proposed along SH1 as part of the Project will provide the opportunity for these to be used by buses in the future. This would potentially provide more reliable journey times during times of congestion for any future bus routes that may be part of the bus network along the motorway.*

- *...the Project will provide direct benefits to freight movements by reducing motorway travel times in both directions.*
- *...the Project includes improved safety elements compared to the Reference Case, by:*
 - *Provision of a new 4.0m wide bus shoulder for both directions.*
 - *Replacing the grass median with a fully paved median with 2.5m wide shoulders.*
 - *Improving existing median barriers and edge protection*
- *Improved safety through upgrades at the Bombay Interchange. The proposed layout will make the area safer by providing safe footpaths and crossing points for pedestrians and cyclists and improving connectivity.*
- *Improved safety and efficiency at the Ramarama Interchange. Northbound ramps will intersect at a new roundabout intersection, allowing the interchange to operate more efficiently and safely. This design will reduce conflict areas in terms of merging traffic, reducing delays.*

157. In terms of the specific benefits of the new Drury South Interchange, the traffic assessment states:

The traffic and transport impacts of the connections will bring about positive operational effects. These effects are largely related to the improved connectivity that the interchange will provide with the Pukekohe Arterials to the west and the Mill Road extension to the east. The interchange and the associated connections will provide an alternative to SH22 as an access between Pukekohe and SH1. The increase in future development in the area will increase demand for access to SH1 and the new connections will contribute to the efficient movement of vehicles and freight between Pukekohe and SH1. The connections at the interchange will improve the connectivity for pedestrian and cyclists between the SUP, Pukekohe and Drury particularly for cyclists.

Construction Effects

158. In relation to construction effects, the Transport and Traffic Report states generally that:

... the delivery of Stage 2 is anticipated to involve a range of temporary traffic management techniques commonly utilised across the wider Auckland motorway network, with some of these techniques already visible in Stage 1 of the P2B project.

159. Section 5.4 and Section 6.3 of the Transport and Traffic Report outlines the potential effects on the operation of the corridors during construction. These are further summarised as follows:

- The SUP can be constructed with negligible traffic effects on motorway traffic;

- Temporary works along the motorway will be managed through temporary traffic management along the affected sections, and this could include narrowing of the existing traffic lanes and reductions in speed limits;
 - Effects on the Ramarama and Bombay Interchange can be managed through temporary traffic management measures being in place and potentially a reduced speed and narrower lanes; and
 - The construction effects of the new Drury Interchange can be managed through a range of traffic management approaches to minimise traffic disruption and enhance the efficiency of construction.
160. The AEE adopts the recommendation of the Transport and Traffic report that a Construction Transport Management Plan ('CTMP') can adequately manage the temporary construction traffic and transport effects identified, and the available techniques to manage the safety, efficiency and convenience of road users can be developed closer to the time of construction.
161. The AEE states that the objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects, and that it should include the following:
- *Methods to manage the effects of temporary traffic management activities on traffic,*
 - *Measures to ensure the safety of all transport users,*
 - *The estimated numbers, frequencies, routes and timing of traffic movements, including any specific nonworking or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion,*
 - *Size access routes and access points for all construction vehicles, the size and location of parking areas for plant, construction vehicles, and the vehicles of workers and visitors,*
 - *Identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads,*
 - *Methods to maintain vehicle access to property and/or private roads where practicable, or to provide alternative access arrangements when it will not be,*
 - *The management approach to loads on heavy construction vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads, and;*
 - *Methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services).*

Construction effects – Property access for residents and businesses

162. Section 10.11.1 of the AEE identifies that during construction works access to properties may be affected. Various measures are proposed to mitigate the adverse effects from construction activities which include development and implementation of

a SCMP, CTMP, CNVMP and CEMP prior to the start of construction. The AEE considers that these measures will:

... appropriately minimise disruption to affected properties and allow the continued use of the properties where practicable. Potential construction effects will generally be temporary.

Conclusion

163. The traffic assessment and AEE conclude that the Project will deliver a range of positive traffic and transport effects, while the adverse effects during the construction stage can be managed through conditions.

Submissions

164. Generally, submitters are supportive of the benefits associated with the Project once operational, such as reducing congestion, safety improvements, supporting development and the social/economic benefits of a more efficient transport network.
165. A large number of submissions across all five NoRs identify traffic and transport concerns. These include concerns related to:
- Construction effects (such as access during construction, construction traffic, and effects on local roads);
 - any new access (temporary or permanent) should be safe, while also allowing efficient access to the road network;
 - maintaining existing access is critical due to site layout;
 - lack of certainty around how access will be managed;
 - loss of on-site parking;
 - integration with local roads;
 - integration with surrounding developments; and
 - maintaining access to utility infrastructure within the road corridor.

Council's Specialist Review

166. The traffic effects associated with the five NoRs, as well as the submissions that raise traffic concerns, have been reviewed for Council by Mr Andrew Temperley, Traffic Planning Consultants. A copy of Mr Temperley's memo is provided in **Appendix 2** to this report.
167. Mr Temperley confirms that the information supplied by NZTA through the NoR material and the responses to the further information requests, addresses areas of concern for the Project.
168. In respect of the operational effects of the Projects, Mr Temperley requested additional assessments of the following matters:
- function of the Ramarama interchange (given the provision of the Drury South Interchange);
 - Additional traffic modelling of key intersections within the NoR boundaries;
 - Safety and operational effects on motorway mainline between interchanges;
 - Assessment of mergers and diverges of motorway interchanges; and

- additional safety assessments (crash analysis and KiwiRAP ratings).
169. Mr Temperley confirms that he is satisfied with the outcomes of the traffic modelling and the assessments provided by the RA. Mr Temperley is of the view that the key intersections can operate within capacity without resulting in adverse safety or operational effects, and as a whole, the Project will contribute to improved safety and reduced crash risk.
170. In terms of the future network capacity and operation, Mr Temperley notes that the current motorway between Drury and Bombay suffers from increasing unreliability, unpredictability in journey times and safety risks. Following his assessment of the proposed upgrades and new infrastructure, Mr Temperley is of the view that the capacity provided by the Project will allow the future road network to function safely and efficiently in the context of future growth expected within South Auckland.
171. Mr Temperley considers that the general arrangement plans for the SUP and levels of connectivity provided are appropriate in terms of enabling integration of the SUP into future walking and cycling networks. Mr Temperley notes that its provision would allow for a continuous linkage with the existing section of SUP between Papakura and Takanini:
- The proposed SUP would provide a continuous linkage with the existing section of SUP between Papakura and Takanini, which is used by a mix of trips for leisure and trips for more practical purposes such as commuting, with an average of 220 daily trips in 2023. It is considered that similar usage could be expected on the P2B SUP, with growth expected to occur over time commensurate with increased urban growth in the adjoining area.*
172. Mr Temperley considers that there is a level of interdependency between the five NoRs, noting that they require each other in order to fulfil all of their transport objectives. In addition, Mr Temperley highlights two planned future road corridors that are dependent on the provision of the Project, being:
- **Drury-Pukekohe Link** – a 2-lane arterial road connection, including active transport facilities on one side, between Great South Road and the future Pukekohe North – East Arterial on the north side of Pukekohe. The connection to Great South Road is considered to have a high interdependence on the delivery of P2B NoR 5.
 - **Mill Road and Pukekohe East Road Upgrade** – upgrade to a 4-lane arterial road between Bombay Hills interchange and eastern Pukekohe, including active mode transport facilities on the southern side of the corridor. The connection to the Bombay Hills interchange is considered to have a high interdependence on the delivery of P2B NoR 3.
173. Mr Temperley notes the deliverability of the above future planned projects may be compromised if upgrades and new infrastructure envisaged under the relevant NoRs are not provided.

174. Mr Temperley has considered the effects of construction, and the mitigation offered. Mr Temperley is supportive of the CTMP condition. Given the strategic importance of the SH1 Southern Motorway corridor and high traffic volumes, Mr Temperley also recommends the following:

Given the strategic importance of the SH1 Southern Motorway corridor and high traffic volumes, I support the adoption of a travel demand management approach towards managing and mitigating against adverse traffic effects associated with the construction works. Key elements of such an approach should include, but not be limited to early dissemination of information in relation to the construction works within the public domain and promotion of alternative travel modes, alternative travel routes or travel at alternative times of day, where appropriate.

I additionally recommend conditions to establish and monitor minimum network performance parameters to be achieved during the construction phase, such as maximum increases in journey times along the motorway, at key interchanges and along any diversionary routes or other routes otherwise affected by the works. In the event of thresholds being exceeded, Travel Demand Management (TDM) measures should be implemented.

175. Mr Temperley has provided a detailed assessment of the submissions that include transport matters. It is not repeated here but we note:

- The CTMP conditions are an appropriate means of managing the effects of construction on vehicle access; and
- AT's requests in terms of its role in managing the local network, and potential effects on the network are supported.

176. Overall, Mr Temperley considers that the NoRs will enable projects which are capable of delivering the expected benefits and ensuring desired transport outcomes whilst enabling appropriately staged growth within the sub-region. Mr Temperley's recommendations are summarised below:

- Support for inclusion of a new condition for all NoRs to require that a Network Integration Plan be prepared in collaboration with AT, to enable suitable and safe transitions between State Highways and local roads.
- Support for inclusion of a new condition for NoR 1 to ensure that AT, as the road controlling authority and Network Utility Operator, can continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.
- Inclusion of a new condition for all NoRs to establish and monitor minimum network performance parameters to be achieved during the construction phase, including maximum increases in journey time and traffic volumes along key routes.
- Adoption of a travel demand management approach towards managing and mitigating against adverse traffic effects associated with the construction works.

Our Assessment

179. We adopt and rely on the traffic and transport assessment provided by Mr Temperley. We also agree with Mr Temperley's suggestions for amendments to conditions to

address matters of concern. We have included these amended conditions, with some further revisions to numbering or wording to better integrate with other conditions, within the sets of recommended NoR conditions provided as **Appendix 5**.

All NoRs:

- A new Network Integration Plan (**NIP**) for each NoR:

Network Integration Plan (NIP)

(a) A Network Integration Plan (NIP) shall be prepared, in collaboration with Auckland Transport, to manage potential effects resulting from the staging and implementation of the network and to enable suitable and safe transitions between State Highways and local roads. This may include upgrades and improvements if appropriate. The NIP will consider the following:

- (i) The project implementation approach and any staging of the project including design, management and operational matters;
- (ii) Sequencing of the project within the adjoining planned transport network, including design, management and operational matters; and
- (iii) Details of any planning and design matters.

(b) Specific locations identified within the geographic scope of NoR X include:

- (i) XXX

The specific locations of particular relevance to the NIP differs for each NoR (sub-clause (b)(i)), as set out below:

NoR 1 – (b) Specific locations identified within the geographic scope of NoR 1 include:

- (i) Active mode connections at Quarry Road.

NoR 2 – (b) Specific locations identified within the geographic scope of NoR 2 include:

- (i) Transport connections at the proposed new Drury South Interchange with the local road network and the Drury South Precinct; and
- (ii) Transport connections at the upgraded Ramarama Interchange.

NoR 3 – (b) Specific locations identified within the geographic scope of NoR 3 include:

- (i) Mill Road (Bombay Interchange).

NoRs 4 - 5 – (b) Specific locations identified within the geographic scope of NoR 4 include:

- (i) Active mode connections at Quarry Road;
- (ii) Transport connections at the proposed new Drury South interchange with the local network and Drury South Precinct;
- (iii) Transport connections at the upgraded Ramarama Interchange; and

(iv) Transport connections at the Bombay Interchange and Mill Road Bridge.

- New advice notes at the end of condition PC.5 (Management Plans) for each NoR:

...

ADVICE NOTE:

Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.

For NoR 1, 2, 3 and 5:

- New clause inserted into the Construction Traffic Management Plan for NoR 1, 2, 3 and 5:

(x)a Network Performance Monitoring regime during the construction phase, to establish and monitor minimum network performance parameters to be achieved during the construction phase, including maximum increases in journey time and traffic volumes along key routes. Routes to be subjected to journey time monitoring should include, but not be limited to:

- A. State Highway 1 Southern Motorway between Papakura and Bombay
- B. any roads used as diversionary routes to the motorway
- C. Any other roads in the adjoining road network that are subject to significant traffic impact as a result of the construction works

Appropriate thresholds for excessive journey times should be determined based on average travel times surveyed over the selected routes prior to the commencement of works. In the event of thresholds being exceeded, appropriate travel demand management (TDM) measures should be implemented and levels of modal shift or uptake of any TDM measures should be monitored accordingly.

For NoR 1:

- A new Network Utility Operators (Section 176 Approval) condition:

GC.3

a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:

(i) operation, maintenance and urgent repair works;

(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;

(iii) minor works such as new service connections; and

(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.

- Amendments to PC.5 (Outline Plan(s) of Works (designation):

Prior to the lodgement of any outline plan of works for activities on the following roads:

...

(e) Maketu Road (applicable to the Stage 2 Project Area only); ~~and~~

(f) 31 – 37 Bremner Road access; and

(g) Tegal Road (applicable to the Stage 2 Project Area only).

For NoR 2:

- Amendments to PC.5 (Outline Plan(s) of Works (designation):

Prior to the lodgement of any outline plan of works for activities on the following roads:

...

(c) Maher Road; ~~and~~,

(d) Hillview Road; and,

(e) Harrison Road.

180. Auckland Transport has sought clarification on two matters, to do with NoR 1 and NoR 3, in its submission:

- Confirmation if a retaining wall structure required for the proposed shared path adjacent to Quarry Road in NoR 1 will be maintained by NZTA
- Clarification as to how access will be provided to the proposed wetland within NoR 3, along with confirmation on how maintenance access will be provided for (i.e. secured within the permanent designation boundary or an easement arrangement for the private access).

181. We invite the RA to address the above matters raised by Auckland Transport through evidence or at the hearing.

6.6.5 Landscape, Visual Amenity and Urban Design

NoR – Landscape and visual effects

182. Landscape and visual effects are addressed in section 10.8 of NZTA's AEE and in the Landscape, Natural Character, and Visual Assessment included as Appendix I to the NoR documents.

Construction landscape and visual effects

183. The adverse construction effects on landscape and visual amenity values are summarised in the AEE, resultant from the construction footprint, impact on waterbodies (Hingaia Stream), exposed earthworks, removal of Notable Trees, reduced visual amenity, and temporary effects.
184. The construction works enabled by NoRs 1- 4 are expected to be mostly contained within the existing SH1 designation boundaries.

185. Construction works associated with NoRs 1-3 will have a temporary effect on the visual amenity of motorists passing through the construction area, with noticeable changes being the introduction of the interchange overbridges and the road widening works.
186. Construction of the SUP (NoR 4) is assessed as having low, localised visual amenity effects on a few dwellings on Great South Road due to vegetation removal and construction of an elevated SUP.
187. NoR 5 is largely located outside of the existing motorway corridor within a rural setting so the works are expected to result in moderate effects on landscape character. The extensive earthworks in a floodplain and sensitive waterways associated with the Hingaia Stream reserve will adversely affect visual amenity, contrasting with the likely future environment comprising of a mix between residential, light industrial and public open space.
188. Section 10.8.4 of the AEE advises that the construction effects associated with the Project are expected to be largely unavoidable and transient in nature. NZTA proposes to avoid, remedy or mitigate potential adverse construction effects through recommendations including:
- *Existing trees adjacent to the works will be retained and protected where possible to screen construction support sites, minimising clearing where possible,*
 - *Where possible, trees will be trimmed rather than removed. Works would be carried out by a qualified arborist,*
 - *All areas disturbed by construction and not required for operation of the project are to be restored to existing condition, and;*
 - *Early planting works are to be considered to provide a screening buffer that has time to mature before the project is fully operational.*

Operational Landscape and Visual effects

189. Section 10.8.3 of the AEE discusses the operational effects of the infrastructure enabled by the NoRs on the landscape character and visual amenity of the area. The AEE notes that the landscape and visual effects of NoRs 1-3 are primarily driven by the extension (widening from 4 to 6 lanes) of the existing motorway corridor and the addition/upgrade of overbridges. The landscape and visual effects of NoRs 1 – 3 are assessed as being less than minor given the existing highly modified environment and the opportunity to enhance the landscape character at interchanges through architectural design of the structures and landscape planting.
190. The SUP (NoR 4) will mostly be located within the existing SH1 designation and is considered relatively minor in the context of the proposed road structures. The landscape character and natural character effects are considered to be negligible. The SUP is said to form a very limited component of the wider scene, resulting in a less than minor modification with respect to visual amenity effects.

191. NZTA advises that the operation of Drury South Interchange Connections (NoR 5) will result in permanent effects on landscape, natural character and visual amenity, including new physical structures within a mostly greenfield environment. The new bridge across Hingaia Stream and the adjacent floodplain is considered to introduce a prominent new element across the stream environment and the construction of bridge piers in the flood plain presents a clear change to the riparian character.
192. The AEE proposes to avoid, remedy or mitigate potential adverse construction and operational effects through the preparation of an Urban and Landscape Design Management Plan ('**ULDMP**') which is required as a condition on all five NoRs. The AEE states that the ULDMP will be in part guided by the Project wide Papakura ki Pukekura Urban and Landscape Design Framework ('**ULDF**'), which sets the design principles for the P2B Project overall. The AEE states that the ULDMP will incorporate a range of measures to measures to mitigate landscape effects:

Walking and cycling connectivity

- *Investigate opportunities to integrate with existing and future open space (namely the Hingaia Stream Reserve) along the proposed designation and within the FUZ areas. This will ensure stronger connections and active mode share across a wider catchment. Footpath and cycleway connections should be designed in a manner which contributes to the local identity and urban amenity of the landscape, and aligned with Mana Whenua preferred design principles. Designs should also look to enhance any landscape and ecological corridors (designed in conjunction with topography and planting – outlined below), and;*
- *Investigate opportunities to improve active mode access to the Bishop Selwyn Cairn heritage site, to enhance the amenity value of the site.*

Stormwater wetlands

- *Configure stormwater wetlands to a naturalised appearance (avoiding a purely engineered design / form), conforming and integrating with the adjacent landform and future urban context. Provide planting of appropriate indigenous plant species for long term sustainability, maintenance and hydrological and ecological function.*

Permanent earthworks

- *Integrate cut and fill slopes with the surrounding context,*
- *Shape fill slopes to a naturalised profile and integrate into the surrounding natural landform,*
- *Modified slopes are to be a suitable gradient to allow terrestrial and riparian planting to be established, and;*
- *Where it is anticipated that a bridge is required to span a vegetated gully or stream catchment, a construction methodology should be prepared to minimise vegetation loss within the corridor. Any vegetation removed should be offset through future planting works.*

Private properties

- *Reinstate driveways, accessways, private fences and garden plantings for existing remaining properties affected by works within the proposed designations.*

Planting design details

- *Landscape design and planting design details should be prepared for the Project that demonstrate (but are not limited to) the following:*
 - *Retains existing vegetation where possible,*
 - *Reinstatement planting within private property boundaries,*
 - *Treatment of fill slopes and residual land to integrate with adjacent land use patterns (in relation to visual and biophysical aspects),*
 - *Stormwater wetland design and planting,*
 - *Integration of Mana Whenua preferred design principles in relation to planting, structures and hard landscape elements (as outlined in the Project ULDF),*
 - *Site preparation, implementation, and maintenance requirements for all planting typologies, and;*
 - *Planting to be designed to provide an extension of, and be contiguous with, existing established vegetation patterns*

193. In terms of mitigating the operational effects of the SUP, landscape vegetation screening (or potentially architecture screening/facades) is recommended to be provided between the SUP and adjacent properties to mitigate both views of the structure from dwellings (Viewpoint 7), and of the dwellings being overlooked from the SUP. Replacement planting (along the realigned driveway to St Stephen's School) of the Notable London Plane trees to be removed, is recommended at an early phase to reinstate landscape amenity.

194. The Assessment of Landscape, Natural Character and Visual Effects, in relation to the long-term landscape and visual effects of NoR 5, recommends the following measures:

The following would help mitigate the visual prominence of the bridge:

- *Reduction of overall visual bulk and maximise visual permeability through use of transparent safety barriers and structural design, such as open truss structures; and*
- *Provide planting of appropriate indigenous plant species within the flood plain to screen views of the bridge from the open space area.*

These measures are not expected to reduce the assessed landscape character effects, but provide localised positive landscape character effects.

The visual effects of the bridge would be determined with more accuracy through the design of the bridge structure and the subsequent ability of the design to be screened by vegetation. The recommended mitigation measures where both the visual bulk of the bridge is minimised, and screening vegetation is implemented to limit and soften the view of the bridge structure from within the open space, would likely reduce the residual visual effects from 'more than minor', to 'minor'.

Conclusion of Landscape and Visual effects during construction and once operational

195. Section 11 of the Assessment of Landscape, Natural Character and Visual Effects Report summarises the landscape, visual and natural character effects associated with the construction and operation of the infrastructure enabled by the five NoRs.
196. The most notable construction effect on landscape character is considered to arise from the construction of the long-span bridge enabled through NoR 5 which crosses the Hingaia Stream floodplain.
197. More than minor visual effects are expected to be realised from following 'viewpoints' (refer to Section 5.2.1 of the Assessment of Landscape, Natural Character and Visual Effects), during construction of the Ramarama interchange, SUP and Drury South Link Road:
 - **VP5 (Ararimu Road, Ramarama):** *due to the construction of Ramarama Interchange near to residential properties on Maher Road;*
 - **VP7 (1823 Great South Road, Pukekura):** *due to vegetation removal and construction an elevated SUP adjacent residential property on Great South Road;*
 - **VP8 (St Stephen's School driveway, Great South Road):** *removal of Notable London Plane trees which are of high landscape and amenity value, associated with St Stephen's School; and*
 - **VP15 (Quarry Road, Drury):** *extensive construction works of Drury South Link Road, within open space corridor*
198. In terms of operational effects, the new link road and bridge (NoR 5) across the Hingaia Stream floodplain is considered result in 'minor' landscape character effects as it will be prominent for recreational users within the open space corridor and adjacent (future) residential uses to the north. The visual amenity effects of the link road and bridge is considered to be 'more than minor', with the bridge and road connections presenting a recognisable new element across the stream environment and in contrast to the open space corridor underneath.
199. Visual amenity effects are also associated with SUP once operational. The removal of the Notable trees along the driveway of St Stephen's School required to enable the construction of the SUP will reduce the amenity provided by the trees and will expose views of SH1 and the SUP structure for dwellings on Great South Road. Replacement planting will reduce visual effects, but the vegetation will require time to become established.

NoR Application - Urban Design Effects

200. The Urban Design Assessment Addendum was provided as part of the Section 92 request from Auckland Council. The purpose of the addendum was to:

... consider the factors and inputs related to the construction, operation, and maintenance of P2B, and how it will affect the current and future environment in terms of urban design. Additionally, it aims to evaluate and identify opportunities for integrating future transport and land use.

201. Section 5 of the Addendum discusses the main potential urban design issues of the Project, being:

- Future urban Form and land use effects;
- Connectivity; and
- The urban design outcomes in relation to the ULDF.

202. For NoR 1-3, **Table 10** (replicated from the Urban Design Addendum) below shows the assessment of urban design effects based on the magnitude of change to key design elements, and the assessed level of effects after incorporating recommended mitigation measures. Generally, NoRs 1-3 are assessed as having positive outcomes given the limited adverse effects:

The widening and upgrade of the corridor will not have a significant impact on the urban form and land use in this area. There is a hard boundary between the motorway and surrounding land use, with dwelling or buildings set back, creating a buffer for safety, noise and visual amenity purposes. Any increase in road structures at certain interchanges will be influenced by the existing motorway and have minimal adverse effects on the surrounding areas. The design of road overpasses is expected to have a residual low positive effect on the urban environment, incorporating cultural and environmental elements.

Table 10: Assessment of urban design effects for NoR 1-3

Type of urban design effect	Magnitude	Mitigation	Effect
Urban form and land use effects	<ul style="list-style-type: none"> Corridor widening and upgrade of lighting and barriers has a negligible magnitude of change for NoR 1-3. New and upgrades to structures (retaining walls and overpasses) <ul style="list-style-type: none"> NoR 1 & 3 is Negligible NoR 2 is Low (adverse) due to increase in built structures Stormwater management elements enhance natural characteristics and provide a buffer to adjacent land uses for NoR 1-3. 	<ul style="list-style-type: none"> No mitigation The design of the overpass could introduce a positive urban element that celebrates its cultural and environmental context. No mitigation 	<ul style="list-style-type: none"> Negligible Low (positive) Low (positive)
Connectivity effects	<ul style="list-style-type: none"> Medium magnitude for NoR 2 - new east-west overpass at Drury South Interchange and improved connection at Ramarama Interchange 	<ul style="list-style-type: none"> No mitigation 	<ul style="list-style-type: none"> Medium (positive)
ULDF objectives	<ul style="list-style-type: none"> The corridor upgrades and new interchange meets ULDF 3 & 5 objectives with a low-moderate magnitude of change. 	<ul style="list-style-type: none"> No mitigation 	<ul style="list-style-type: none"> Low-moderate (positive)

203. An assessment of the urban design effects of NoR 4 is summarised in **Table 11** below. Generally, the assessment shows that with mitigation, the urban design effects will largely be positive. The establishment of the SUP overpass at Great South Road is considered to have a minor effect on the surrounding land uses, including a private property and the driveway of St Stephen's School as it will introduce a public path adjacent and overlooking private property. Mitigation has been considered:

Alternative design options have been considered, and the implementation of a vegetated embankment adjacent St Stephen's, helps mitigate the impact of the built form. Additionally, mitigation through architectural design of the SUP screening, as recommended in the LVA, provide opportunity for a positive element, resulting in a residual less than minor urban design effect.

Table 11: Assessment of urban design effects for NoR 4 (replicated from Urban Design Addendum)

Type of urban design effect	Magnitude	Mitigation	Effect
Urban form and land use effects	<ul style="list-style-type: none"> Low (adverse) magnitude for potential CPTED issues including alternative exits due to distances, design for surveillance and lighting Low (adverse) magnitude of change through land-take in mixed rural land which will reduce rural grazing capacity. Low (adverse) magnitude applied to SUP retaining walls and underpasses contributing to urban form. Moderate (adverse) magnitude for SUP bridge structure at GSR adjacent private dwelling and private school 	<ul style="list-style-type: none"> Incorporate CPTED principles and wayfinding signage strategy in detailed design. No mitigation Provide unique design of facades to celebrate place. Architectural aesthetic design of SUP bridge to provide positive element and mitigate contrast of built form; and provide vegetation screening to soften appearance of infrastructure from adjacent house. 	<ul style="list-style-type: none"> Negligible Low (adverse) Low (positive) Low (adverse)
Connectivity effects	<ul style="list-style-type: none"> Moderate-high (positive) magnitude through introduction of SUP providing active mode transport opportunity 	<ul style="list-style-type: none"> No mitigation 	<ul style="list-style-type: none"> Moderate-high (positive)
ULDF objectives	<ul style="list-style-type: none"> The introduction of the SUP meet ULD-3 'Create and enhance connectivity along and across the corridor to expand and strengthen alternative transport opportunities'. 	<ul style="list-style-type: none"> CPTED principles are to be incorporated at detailed design to work out wayfinding and safety issues, with opportunity for the SUP to incorporate architecture and aesthetic design elements to provide cultural and historical expressions at different built structures along its journey. 	<ul style="list-style-type: none"> High (positive)

204. An assessment of the urban design effects of NoR 5 is summarised in **Table 12** below. Generally, the assessment shows that with mitigation, the urban design effects will be largely positive. The addendum states that the presence of a viaduct over the flood/plain/open space will have a minor adverse effect. However, this can be sufficiently mitigated:

Viaduct piers are likely able to avoid impacts to stream embankments and recreational use, with the open space retained with paths able to traverse beneath the bridge. There is opportunity for the architectural design of the bridge and its facades to celebrate cultural identity and create a gateway, resulting in a residual low positive urban design effect.

Table 12: Assessment of urban design effects for NoR 5 (replicated from Urban Design Addendum)

Type of urban design effect	Magnitude	Mitigation	Effect
Urban form and land use effects	<ul style="list-style-type: none"> The presence of a bridge over the floodplain and adjacent light industrial and mixed residential is considered a low-moderate (adverse) magnitude. 	<ul style="list-style-type: none"> Architectural aesthetic design of bridge and facades to celebrate cultural identity and place would provide a positive gateway. 	<ul style="list-style-type: none"> Low (positive)
	<ul style="list-style-type: none"> The connecting roads to the east and west of the interchange introduce urban form to adjacent land parcels, near to the boundary of FUZ and Rural land. 	<ul style="list-style-type: none"> No mitigation 	<ul style="list-style-type: none"> Low (adverse)
Connectivity effects	<ul style="list-style-type: none"> The road alignment and SUP ties in proposed roads and SUP networks with a moderate (positive) magnitude of change 	<ul style="list-style-type: none"> No mitigation 	<ul style="list-style-type: none"> Moderate (positive)
ULDF objectives	<ul style="list-style-type: none"> Low (adverse) Whilst the bridge minimises impacts to the stream and open space environment, it is not considered to enhance the environment. 	<ul style="list-style-type: none"> The design of the bridge could introduce a positive urban element that celebrates its cultural and environmental context. 	<ul style="list-style-type: none"> Low (positive)
	<ul style="list-style-type: none"> The introduction of the connecting roads and SUP meet ULD-3 'Create and enhance connectivity along and across the corridor to expand and strengthen alternative transport opportunities.' 		<ul style="list-style-type: none"> Moderate (positive)

205. Section 6.4 of the Addendum concludes that the assessment of urban design effects results in less than minor adverse effects to urban form and land use for all NoRs. Any potential adverse effects will be mitigated through the use of an ULDMP adopted for each of the Project NoRs, which must be prepared in accordance with the objectives of the P2B corridor wide ULDF.

Submissions

206. Several submissions raise matters relating to the landscape and visual effects of the Project. The matters raised in these submissions include:
- Concerns over the extent of the NoR;
 - Existing resource consents and being able to meet conditions;
 - Impacts on boundary planting; and
 - Lack of clarity on who is a 'key stakeholder' in respect of the ULDMP condition.

Council's Specialist Review

207. The landscape, visual amenity and urban design effects associated with the five NoRs, as well as relevant submissions, have been reviewed for Council by Ms Rebecca Skidmore, RA Skidmore Urban Design. A copy of Ms Skidmore's memo is provided in **Appendix 2** to this report.
208. Ms Skidmore identifies the key outstanding issues as being:

- *The extent of the designation boundaries and lapse times;*
 - *Connectivity;*
 - *CPTED;*
 - *Landscape character and visual effects associated with the Drury South interchange;*
 - *Landscape character and visual effects associated with the SUP crossing of Great South Road in the vicinity of St Stephens School;*
 - *Potential visual effects associated with noise barriers; and*
 - *Landscape character and visual effects associated with construction work sites.*
209. Ms Skidmore states that the package of 5 NoRs is supported by detailed landscape analysis set out in the Assessment of Landscape, Natural Character and Visual Effects Report ('**LNCVA**'), with the application being supplemented by two addendum reports, the Urban Design Assessment Addendum ('**UDA**') and the Landscape and Natural Character Assessment ('**LNCA**').
210. Ms Skidmore agrees with the methodology used to carry out the assessment and generally agrees with the findings of the assessment and considers there are a number of matters requiring further consideration. These primarily relate to the extent of the designation boundaries, with particular consideration given to matters raised by submitters, and further consideration of how NoR 4 can provide a crossing to Great South Road without the need for extensive batter slopes, necessitating the removal of scheduled vegetation.
211. Ms Skidmore considers that other matters can be addressed through the provision of additional information or clarifications from the RA, and through amendments to the conditions relating to each NoR.
212. Ms Skidmore has addressed submissions which raise landscape, visual amenity and urban design effects in Section 6 of her report, which is not repeated here. Broadly, Ms Skidmore provides the following responses to the submissions:
- The RA should address in evidence the spatial concerns raised by submitters regarding the extent of the proposed designation footprints, and identify the different design options that have been considered in relation to the specific property constraints identified in submissions;
 - The RA should address in evidence how submitters with existing resource consents that fall within the proposed designation boundaries will meet ongoing obligations in relation to consent condition requirements; and
 - Submitters have noted that the ULDMP condition requires "key stakeholders" (as identified through condition PC6) be invited to participate in the development of the ULDMP. Submitters note that the condition lacks clarity as to whom is considered a 'key stakeholder'. Ms Skidmore agrees with submitters that more

certainty should be provided to ensure directly affected land owners and occupiers are invited to participate.

213. Ms Skidmore requests that the RA provides further consideration or clarification on the following matters through evidence or at the hearing:

- *Reconsider extent of designation boundaries required to deliver the Project, particularly having given consideration to site specific issues raised by submitters*
- *Provide an update in the requiring authority evidence of consideration given to the LNCVA recommendation to provide a cross-corridor connection between St Stephens School and the Selwyn Memorial Reserve.*
- *For NoR 4, carry out further and more nuanced consideration of possible alternatives to accommodate the SUP in the vicinity of the Great South Road crossing without necessitating extensive batter slopes and the removal of numerous scheduled trees.*
- *Clarify in evidence how the design of any required noise barriers would be addressed through the NoR conditions.*
- *Clarify in evidence how the recommendations set out in the LNCVA to avoid and mitigate adverse landscape character and visual effects associated with construction work sites are addressed through the conditions for each NoR.*

214. Ms Skidmore recommends the following amendments to the conditions:

- *Expand ULDMP condition for each NoR to require consideration of the most appropriate edge treatment at the design phase of the project rather than prioritising batter slopes.*
- *Expand the ULDMP condition to cross reference the interrelationship between overlapping NoRs and require a co-ordinated and cohesive design response.*
- *For each NoR require the preparation of an ULDMP for the entire NoR prior to the commencement of construction for the first Stage of Works.*
- *For NoR 2, 4 and 5 expand the requirements of the ULDMP to ensure particular consideration is given to enhancing the convenience and legibility of the SUP connection through the Drury South interchange.*
- *Either add a condition or expand the ULDMP condition for NoR 4 to provide a wayfinding and signage strategy (including distance markers at SUP connection points) at the detailed design phase of the Project.*

- *Expand Clause (f) of the ULDMP condition for each of the NoRs to reference “Bridging the Gap : NZ TA Urban Design Guidelines (2013) (or any subsequent update).*
- *Expand the ULDMP condition for NoR 5 to be more explicit about the design outcomes sought for the bridge structures in relation to the surrounding open space environment.*

215. Ms Skidmore concludes that:

Subject to resolution of the matters identified in this review, I consider adverse amenity and landscape effects can be effectively avoided, remedied or mitigated, with positive amenity and landscape effects also being facilitated through the NoRs and the requirements of sets of conditions pertaining to each NoR, and particularly, the ULDMP conditions.

Our Assessment

216. We adopt and rely on the landscape, visual amenity and urban design assessment provided by Ms Skidmore. We also agree with Ms Skidmore’ suggestions for amendments to conditions to address matters of concern. We have included these amended conditions, with some further revisions to numbering or wording to better integrate with other conditions, within the sets of recommended NoR conditions provided as **Appendix 5**.

217. Our recommended amendments to the relevant conditions are set out below.

218. For all NoRs amend the following clauses of LV.5 as follows:

- (a) A ULDMP shall be prepared prior to the Start of Construction for ~~a~~ the first Stage of Work for the NoR.
- (b) The objective of the ULDMP(s) is to:
 - (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context including works associated with related NoRs;
 - (ii) Respond to the interrelationship between overlapping NoRs to achieve a coordinated and cohesive design response;
 - (iii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and
 - (iv) Acknowledge and recognise the whakapapa mana whenua have to the Project area.
- (d) ~~Key~~ Stakeholders identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.
- (f) The UDLMP shall be prepared in general accordance with:
 - (i) Bridging the Gap: NZTA Urban Design Guidelines (2013) or any

subsequent versions.

- (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version: and
 - (iii) NZTA Landscape Guidelines (March 2018) or any subsequent versions.
- (g) (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones, having particular regard to the most appropriate edge treatment;
219. In addition to the above, for NoR 2, 4 and 5, amend (g) (iv) as follows:
- Provides appropriate waling and cycling connectivity to, and interfaces with existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Drury South Interchange.
220. For NoR 4:
- Insert a new sub-clause under clause (h) of the ULDMP condition:
- (iv) A wayfinding and signage strategy (including distance markers at SUP connection points)
221. For NoR 5:
- Insert a new sub-clause under clause (h) of the ULDMP condition:
- (iv) Details to demonstrate how the design of bridge structures responds to their open space setting.
222. We invite the RA to address the additional information and/or clarifications that Ms Skidmore has raised through her review.

6.6.6 Noise and Vibration Effects

NoR

223. Effects of traffic and construction noise and vibration are addressed in section 10.4 of the AEE, and in the Assessment of Noise and Vibration of Effects included as Appendix E to the NoR Application.
- Construction Noise and Vibration Effects
224. Section 10.4.1.2 of the AEE states that the proposed works are generally removed from sensitive receivers, with only a limited number of dwellings in proximity to the proposed NoRs. The number and approximate location of dwellings that may receive noise levels exceeding the relevant noise criteria (without mitigation) are listed in Table 10-1 of the AEE.
225. The Noise and Vibration Assessment finds that the dwelling at 1823 Great South Road, which is located approximately 85m from proposed bridge works, is anticipated to

receive noise exceeding the night-time noise levels due to works at night. The AEE considers that consultation and management of noise levels may be required if pilling is undertaken at night, which will be managed through a Site-Specific Noise Management Schedule.

226. In terms of vibration effects, Section 10.4.1.4 of the AEE states that the construction vibration levels are generally below the threshold where cosmetic to damage to dwellings may occur, and no buildings are predicted to receive vibration levels exceeding the building damage criteria. Table 4-10 of the Noise and Vibration Assessment identifies approximately 19 buildings in vibration risk Category A and 5 buildings in vibration risk Category B as potentially receiving vibration levels exceeding those categories for daytime works.
227. Section 10.4.1.6 of the AEE states that where noise exceedance is predicted at any receiver that exists at the time of construction, the effects will be mitigated and managed through the Construction Noise Vibration Management Plan ('CNVMP'). In addition, a site specific or activity specific management Schedules to the CNVMP (Schedule) will be required where there is a high risk of exceeding the noise and/or vibration standards.

Operational Traffic Noise and Vibration effects

228. Section 10.4.2 of the AEE states that the Project is expected to have a minimal and unnoticeable change in the overall noise level in the vicinity, ranging from -1 to +2 decibels.
229. The Assessment of Noise and Vibration Effects Report states that the use of low noise road surface is the main mitigation measure to be applied across the Project and will benefit existing and future dwellings equally. Additional mitigation options for nearby dwellings will be determined during the detailed design stage, which may include barriers or building modification.
230. The Assessment of Noise and Vibration Effects Report concludes that overall, the Project will not have a significant impact on the traffic noise levels, with the noise level changes being negligible to insignificant.

Submissions

231. There are three submissions received which raise matters in relation to noise and vibration. The matters raised include:
- Concerns around construction noise and vibration effects;
 - Concerns about loss of amenity and enjoyment of property;
 - Request for identification as a specific stakeholder to ensure involvement in engagement on construction activities in accordance with the CNVMP; and
 - A noise wall to mitigate the effects of the SUP.

Council's Specialist Review

232. Mr Andrew Gordon, Auckland Council's noise and vibration specialist, has undertaken a review of the AEE, associated technical reports, and submissions received on the relevant NoRs. A copy of Mr Gordon's memo is provided in **Appendix 2**.

233. Mr Gordon concurs with the RA's assessment, methodology and conclusion in regard to construction noise and vibration. Mr Gordon also supports the use of the relevant construction noise and vibration limits referenced in the assessment.
234. With respect to construction noise and vibration, Mr Gordon considers that implementation of recommended best practice measures in the CVNMP will reduce noise and vibration emissions by as far as practicable and will avoid any unnecessary effects on the neighbouring sites. Mr Gordon supports the preparation and implementation of a CVNMP for all NoRs to manage construction noise and vibration:
- Generally, it will be practicable to manage construction works to comply with the recommended project limits as most buildings are at a sufficient distance from the works. Where night-time works will be required (e.g. for the construction of bridges that would disrupt traffic on SH1), project noise levels are likely to be exceeded at the nearest dwellings. I agree effects can be managed with Schedules to the CNVMP and with additional consultation with affected receivers.*
235. With respect to operational traffic noise, Mr Gordon agrees that NoRs 1-3 and 5 will not have a significant impact on traffic noise levels. NoR 4, being the shared used path for pedestrians and cyclists, will have no impact on the traffic noise level. Mr Gordon confirms that NZS 6806:2010 does not apply as noise level changes are negligible to insignificant, ranging from -1 to +2 decibels.
236. Mr Gordon considers that a low noise road surface which is proposed to be used will benefit existing and future dwellings in the vicinity. Mr Gordon notes that a small number of dwellings are predicted to receive noise levels in excess of internal noise limit of 40 dB LAeq(24h) required in Category C of NZS 6806:2010 even with the low noise road surface in place. Depending on what the best practicable option is at the time, mitigation may consist of barriers or building modification.
237. Mr Gordon has provided an assessment of the submissions that raised noise and vibration concerns in Section 5 of his memo. We generally note:
- The construction works will likely result in imperceptible or acceptable levels of noise and vibration for submitters; and
 - No additional or specific mitigation is considered necessary in response to submitters in regard to construction or operational noise and vibration.

Our Assessment

238. We agree with and adopt Mr Gordon's assessment. We note that no amendments have been recommended by Mr Gordon in relation to the conditions offered by the RA. On that basis, we support the conditions offered in relation to the management of noise and vibration effects arising from construction and operation of the transport infrastructure enabled through the NoRs.

6.6.7 Flooding and Stormwater Effects

NoR

239. Flooding effects are assessed in sections 10.9 of the AEE and in the Flood Impact Assessment included as Appendix J to the NoR application. The AEE outlines the methodology used and summarises that:

The Flood Assessment has focused on identifying areas where flood hazards are present in the existing and future environment, to provide an indicative land requirement to mitigate any potential adverse flooding effects resulting from the Project. The design of specific stormwater and flooding mitigation will be further developed for each stage of the Project at a later date, at which stage the Project will require resource consents for Regional Plan matters.

240. The Flood Impact Assessment Report, in the methodology section, outlines primary effect to be assessed:

Flood risk, which indicates the potential flooding in the area with the consideration of the vulnerability of the location (i.e., whether flooding caused by the Project will affect nearby properties), has been identified in each NoR. From this, various mitigation measures (e.g., upgrading culverts, implementing swales, and ground shaping) will be recommended based on the flood risk assessment

241. We note that apart from flooding effects, other stormwater effects (including stormwater discharge quality, stormwater quantity including retention/detention) are not assessed in detail given that they are regional matters. However, the NoR has made provision for the future mitigation of potential stormwater effects (stormwater quantity, stormwater quality and instream structures) by including land required for stormwater management devices (for example, swales and wetlands) into the proposed extent of the NoR.

242. Both the AEE and Flood Impact Assessment has considered the flood risks associated with both construction and operation of the Project. This is summarised below.

243. The Flood Impact Assessment states that localised flooding impacts may arise in the receiving environment during the construction phase due to:

...temporary diversions during the installation of new culverts and/or modifications to existing structures, and in the case of NoR 5 (only), temporary staging platforms required for the construction of new bridges.

244. The Flood Impact Assessment states that the risk of flood may increase to some extent but the specific construction methods that will be used will be confirmed at the detailed design stage, and construction will be carried out in a manner which will manage the risk of flooding.

245. The Flood Impact Assessment considers that the preparation of a Construction Environmental Management Plan ('CEMP') is appropriate to manage any flooding risk during construction:

The construction phase is expected to effectively manage flood risks, with proposed activities strategically positioned outside flood plains and overland flow paths whenever feasible. In instances where this is not achievable, flood risk mitigation measures outlined in the Construction Environmental Management Plan (CEMP) will be implemented for existing high flood risk areas. To address increased flood risk in specific areas, mitigation measures such as scheduling construction during dry weather and utilising diversion drains will be identified in the CEMP to adequately manage the risk.

246. In terms of flooding risk during operation, the Flood Impact Assessment provides assessments for each of the NoRs.
247. Generally, for NoRs 1 – 4, the Flood Impact Assessment states that the road widening and new SUP is not expected to significantly alter the flooding regime within and outside the project boundary because the existing topography will largely remain unchanged.
248. In respect of NoR 1, the Flood Impact Assessment states:

Additionally, the proposed works are located at the fringe of the flood plain which acts as flood storage only and not a major flow path. Furthermore, the affected area is relatively small compared to the wider flood plain along the Hingaia Stream. Therefore, any impact on flooding caused by the proposed works is likely to be negligible. The flood extent is expected to remain generally consistent with the existing flooding conditions (refer to Figure 6-1) such that flooding will only be contained within the existing streams, hence no other properties are expected to be adversely affected.

249. In respect of NoR 2, the Flood Impact Assessment states:

There will be a minor increase in flood level upstream and downstream of the culvert crossings due to flood volume displacement, however the flood extent is expected to remain generally consistent with existing flooding conditions (refer to Figure 7-1) such that flooding will only be contained within the existing streams. This is because the stream channels have sufficient capacity to contain the increased water volume without overflowing their banks. Therefore, minor increases in flood level will not cause water to significantly spread laterally. With this, no other properties are expected to be adversely affected. Therefore, any potential adverse flooding impact resulting from the proposed works is expected to be mitigated sufficiently.

250. In respect of NoR 3, the Flood Impact Assessment states:

There will be negligible to minimal flood volume displacement upstream of the culvert crossings, hence it is anticipated that flood level will not significantly increase in these areas. However, there will be a minor increase in flood level downstream of the culvert crossings, but it is expected that the flood extent will remain generally consistent with existing flooding conditions (refer to Figure 8-1)

such that flooding will only be contained within the existing streams. This is because the stream channels have sufficient capacity to contain the increased water volume without overflowing their banks. Therefore, minor increases in flood level will not cause water to significantly spread laterally. With this, no other properties are expected to be adversely affected. Therefore, any potential adverse flooding impact resulting from the proposed works is expected to be mitigated sufficiently.

251. The Flood Impact Assessment does not consider that NoR 4 will significantly alter the flooding regime within and outside the project boundary and any potential adverse flooding impact resulting from the proposed works is expected to be mitigated sufficiently.
252. The extent of NoR 5 includes significant areas of flood plains, and crosses multiple overland flow paths, on the eastern side of the corridor. The Flood Impact Assessment, with respect to the operational flood risk, and the proposed raised viaduct, states:

The outcome of the flood modelling indicates that the Project results to a potential minor flood impacts upstream of the culvert crossings at CH 16600 and CH 17380 but negligible impact within the Hingaia Stream and flood plain area. The affected areas upstream of CH 16600 and CH 17380 are zoned Mixed Rural and Rural Production. In the post-development scenario, the flood extents remain generally consistent with that of the existing condition, as shown in Figure 10-4, and no new areas are flooded or affected by the Project. The bridge piers are expected to have a minimal effect on the flood plain due to the relatively large expanse of the flood plain in comparison to the small cross section of the piers. It should be noted, however, that the peak velocities through the flood plain during the 1% AEP event with climate change in the vicinity of the bridges are less than 0.5 m/s. This indicates that the flooding is primarily controlled by restrictions downstream, rather than the capacity of the Hingaia Stream at the location of the bridge piers. Due to the low velocity, the head losses around the piers are expected to be small.

253. The Flood Impact Assessment notes that various management and mitigation measures are available and will be confirmed at the detailed design stage. A description of what the mitigation measures could involve is provided in the assessment:

In general, mitigation measures for the flooding effects can be implemented by maintaining the existing streams and stream crossings through culverts. Swales are proposed alongside the motorway to attenuate runoff from the motorway caused by the increase in impervious surfaces to match pre-Project flows to post-Project peak flows. Upgrading existing culverts is a mitigation measure that can be considered for areas where flood volume displacement was identified based on flood risk assessment. Moreover, ground shaping in the inlet and outlet of all culvert locations is recommended to balance any change in flows upstream and downstream, thereby providing mitigation for potential flooding effects.

254. In conclusion, the Flood Impact Assessment expects that once the mitigation measures are in place, the residual level of effects would be negligible, and the following conditions will be achieved for all NoRs:
- *No increase in flood levels for existing authorised habitable floors that are already subject to flooding;*
 - *No more than a 10% reduction in freeboard for existing authorised habitable floors;*
 - *No increase of more than 50 mm in flood level on land zoned for urban or future urban development where there is no habitable existing dwelling;*
 - *No new flood prone areas;*
 - *Compliance shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 1% AEP flood levels (for Maximum Probable Development land use and including climate change); and,*
 - *Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising existing authorised habitable floor level, and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.*

Submissions

255. The common issues raised by submitters with respect to flood risk, and stormwater management approaches/devices are:
- concerns about the proposed location of swales and wetlands;
 - consideration requested for alternative stormwater management approaches which do not take up as much space;
 - concerns about how much space is required to accommodate swales;
 - whether climate change modelling requirements have been taken into account;
 - concerns about flooding effects (during construction and operation) on property and business; and
 - Concerns over any changes to overland flow paths and flood plains (i.e displacement).

Council's Specialist Review

256. Flooding risks associated with the five NoRs have been reviewed for Council by Mr Trent Sunich, SLR Consulting. Council's Healthy Waters has also reviewed the

applications and has provided comments to Mr Sunich for his consideration. A copy of Mr Sunich's memo is provided in **Appendix 2**.

257. The purpose of Mr Sunich's memo is set out below:

My assessment considers flood hazard and overland flow path effects during construction as well as the long-term effects of operating the designation activities. Where appropriate I have also commented on management of operational stormwater discharges from the project, however this matter is largely out of scope currently and will be subject to future resource consent applications and assessment reflecting the stormwater management related rule sets in the Auckland Unitary Plan (AUP). Notwithstanding this it is important to consider that suitable land area will be available within the designation to construct and operate the stormwater management devices receiving runoff from the carriageway impervious surfaces.

258. Mr Sunich generally agrees that the assessment methodology presented in the Flood Hazard Report and how the model results have been reported at this stage of the project design at this time is suitable. This conclusion is reached on the basis that further detailed analysis will be carried out at the detailed design stage. To ensure the designation conditions in relation to flood hazard management are effective, Mr Sunich has recommended minor amendments are made to the Flood Hazard condition.

259. The recommended amendments are set out below, and should apply to all five NoRs:

Flood Hazard OPW.1

- a. The Project shall be designed to ensure post-Project ~~flood risk defined as~~ flood levels during a 1% AEP event are maintained at pre-Project levels outside the designation extent.
- b. Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year ARI flood levels (for Existing Development without climate change and Maximum Probable Development land use and including climate change).

260. Mr Sunich provides the following reasons for the amendments:

- *Minor edit to remove the reference to defining flood risk, notwithstanding in a practical sense its intent is understood. Flood levels pre and post development are a metric that does not require defining.*
- *Inclusion of assessment of Existing Development without climate change to understand the impacts of the NoR developments on upstream and downstream properties. This is being included, as climate change can mask the effects of individual development on upstream and downstream properties.*

261. In Council's Section 92 request, Mr Sunich raised the issue of whether the climate change scenario of 3.8 degrees should be tested. It is raised again in his memo:

For all NoR assessments a climate change scenario of 2.1 degrees by 2090 has been used among the various tools to test the effects of the NoR developments.

During NoR processing a s92 question was asked whether the climate change scenario of 3.8 degrees should be tested. The Requiring Authority responded indicating this scenario would not be evaluated at this time. Consistent with the precautionary approach and the relevant objectives and policies in the Auckland Unitary Plan, the Requiring Authority may consider the value of evaluating the more conservative scenario (e.g. for sensitivity analysis). Notably the 3.8-degree climate change scenario appears to be becoming a more standardised metric in the Auckland Region (e.g. Code of Practice for Land Development and Subdivision: Chapter 4 – Stormwater, March 2024), and this may form part of an Outline Plan of Works (OPW) assessment in the future should the NoRs be confirmed.

262. Mr Sunich agrees in principle with the potential mitigation options set out in the Flood Hazard Assessment, noting that they will be subject to detailed design in the future. Mr Sunich considers that the CEMP is appropriate for addressing the measures to mitigate flood hazard effects during construction and accepts the wording of the CEMP condition.
263. Mr Sunich has addressed in Appendix 1 of his memo all the submissions that raised concerns over flooding and stormwater management. Of note, Mr Sunich is supportive of the functionality of the swales for use in a linear corridor.
264. Mr Sunich does not identify any reasons to withhold confirmation of the NoRs, subject to the amendment to the flood hazard condition, for the following reasons:
 - *The Requiring Authority has used a suitable flood hazard risk assessment method using a series of steps to establish and assign an operational risk rating.*
 - *The flood hazard modelling (for NoR 5) and reporting of the results is suitable to inform the quantum of flood hazard that exists and whether the designation extent is suitable to implement mitigation practices through the performance related flood hazard designation condition. Further flood hazard modelling will be required as part of the Outline Plan including modelling all NoRs pre and post project landforms and infrastructure.*
 - *Subject to the imposition of the designation condition the proposal is not inconsistent with the flood hazard related objectives and policies in the Auckland Unitary Plan*
265. Mr Sunich considers that the RA should provide a response to the following matters, which were raised as part of the Section 92 process:
 - *Understanding whether the use of an MPD scenario would change their risk assessment for NoR 5 (e.g. at Ch 16660)*
 - *Testing the sensitivity of the NoRs to a climate change scenario of 3.8 degrees.*

Our Assessment

266. We adopt and rely on the advice provided by Mr Sunich. We also agree with the suggestions for amendments to conditions to address matters of concern. We have included these amended conditions in **Appendix 5**.
267. We consider it would be helpful if the RA provided a response to the matters raised by Mr Sunich above, in the context of his memo, in evidence or at the hearing.

6.6.8 Ecological Effects

NoR

268. Effects on ecology associated with the construction and operation of the Project are assessed in sections 10.5 of the AEE and in the Assessment of Ecological Effects included as Appendix F to the NoR application.
269. For ecological effects that relate to the AUP Regional Plan provisions or the NES-F, these will be assessed as part of any future regional resource consent applications.

Potential adverse effects during construction

270. Section 10.5.2.1 of the AEE summarises the potential adverse ecological effects within or adjacent to the NoR boundaries as a result of construction, which are considered to be:
- *habitat removal that is subject to district controls, including native fauna (bats, birds and lizards) effects (strike resulting in mortality/injury, roost/nest loss/disturbance), and;*
 - *disturbance and displacement to roosts/nests, and bats, birds, and lizards (and their movement) due to construction activities (noise, light, dust etc.). It is assumed that this effect will occur after vegetation clearance (subject to regional consent controls) has been implemented and is therefore likely to happen in habitats adjacent to the Project footprints/designations or underneath structures such as bridges.*

Bats

271. The Assessment of Ecological Effects states that the ecological values of bats are assessed to be very high. Long-tailed bats (*Chalinolobus tuberculatus*) may utilise the land surrounding each of the proposed corridors for roosting, forage or community. Bats may be affected by:
- construction activities leading to a change in movements within the receiving environment. The effects may occur after vegetation clearance in habitats adjacent to the NoR boundaries or underneath structures such as bridges,
 - removal of DP vegetation⁶ through loss of foraging habitat, roost loss and mortality or injury to bats,

⁶ DP vegetation, refers to vegetation protected under Section E15.4.1 (A18, 19) and Section E15.4.2 of the AUPOP

- night works (when required) and site compounds that may be lit overnight, and;
- construction noise and vibration.

Birds

272. The following potential construction related effects have been identified on native birds within and adjacent to all the Project NoRs:
- disturbance and displacement of native birds and/or their nests due to construction activities leading to a change in bird movements. The effects may occur after vegetation clearance in habitats adjacent to the NoR boundaries or underneath structures such as bridges;
 - removal of district plan vegetation (through loss of foraging habitat, nest loss and mortality or injury to birds); and,
 - construction noise and vibration.

Lizards

273. Native lizards have been identified within and adjacent to all the NoRs. Construction activities will cause disturbance and displacement of lizards and lead to a change in population movement, which is expected to occur following vegetation clearance.

Potential adverse effects during operation

274. Section 10.5.2.2 of the AEE summarises the potential adverse ecological effects within or adjacent to the NoR boundaries as a result of operation, which are considered to be:
- *Loss in connectivity for indigenous fauna (e.g., bats, birds, lizards) due to light, noise, and vibration effects from the operation of the transport corridors, leading to fragmentation of habitat; and*
 - *Disturbance and displacement of indigenous fauna and their nests/roosts (e.g., bats, birds, lizards) due to light, noise, and vibration effects from the operation of the transport corridors and stations.*
275. Section 10.5.2.2 states that due to the presence of noise and lights along the existing motorway, it is unlikely that bats will frequently visit the Project Area and the potential for adverse operational effects on bats.
276. The loss of connectivity for birds through the presence of the transport corridors and associated disturbance (such as operational noise/vibration and light) could lead to an overall reduction in size and quality of bird foraging habitat and has the potential to impact on bird movements in the broader landscape.
277. Potential operational effects on lizards are related to loss in connectivity and a change in population dynamics due to light, noise, and vibration from the transport corridor. Generally, the operation of the Project is unlikely to result in disturbance to lizards.

Summary of effects on terrestrial ecology

278. Ecological effects on bats from construction and operation has been assessed as potentially the most significant. As set out in the Assessment of Ecological Effects, this includes:
- *Moderate level of effect to bats during construction may occur due to disturbance to bats potentially utilising the streams which the NoR crosses as flight corridors; and*
 - *Moderate level of effect to bats during operation may occur due to fragmentation of habitat and impacts of lighting and noise.*
279. The Assessment of Ecological Effects considers that the implementation of a Bat Management plan will reduce the effects of disturbance on bats to negligible, and the effects of habitat fragmentation on bats to low.

Proposed measures to avoid, remedy or mitigate construction effects

280. Mitigation measures for construction effects include the undertaking of pre-construction ecological surveys and the preparation of Ecological Management Plans ('EMP') prior to construction. The pre-construction ecological surveys will determine whether species of value or if habitats of moderate or high value is still present at the time of construction. If this is the case, relevant management plans such as a Lizard Management Plan (LMP), a Bat Management Plan (BMP), a Native bird management, and a Restoration Planting Plan (RPP) may be prepared to manage adverse effects.

Submissions

281. No submissions raised concerns in relation to the construction or operation of the Project on ecology.

Council's Specialist Review

282. The ecological effects associated with the five NoRs have been reviewed for Council by Mr Andrew Rossaak, Morpeth Environmental. A copy of Mr Rossaak's memo is provided in **Appendix 2** to this report.
283. Mr Rossaak considers that the methodologies, standards and guidelines used to assess ecological values are appropriate. Mr Rossaak similarly agrees that on-site values have been fairly represented.
284. The outstanding ecological issues that remain outstanding relate to nesting birds, EIANZ guidance and certification.

Nesting birds

285. Mr Rossaak is of the opinion that an appropriate setback distance to avoid abandonment of a nest from construction activities is dependent on the nature of the construction activity (noise, intensity and duration) and the species of the wetland bird.
286. Following a precautionary principle, Mr Rossaak recommends that:

... the specification or recommendation of setback distances in the condition are removed (and can be developed as part of the Management Plan based on the specific activity and species) and the survey requirement trigger is also increased.

Reference to the EIANZ guidelines

287. The Pre-construction Ecological Survey references the EIANZ guidelines. Mr Rossaak accepts that the 2018 EIANZ guidelines are current industry best practice but with the extended lapse period of 20 years for NoR 4 and NoR 5, this may not be the case at the time of implementation. He therefore recommends this reference be updated to 'industry best practice'.

Certification

288. Mr Rossaak notes that the contents of the EMP is to be informed based on site-specific surveys closer to the time of construction. Mr Rossaak supports this general approach; however, he notes that the conditions includes a number of qualifying statements such as 'as far as practicable' and 'reasonably practicable'.
289. Mr Rossaak recommends council be required to certify the EMP prior to its implementation:

...to make sure those measures are appropriate, align with the application material, and met the standards that the applicant has set out above.

290. Overall, Mr Rossaak generally concurs with the measures put forward by the RA to address identified ecological effects, subject to the technical exceptions as set out above.

Our Assessment

291. Having considered the comments and recommendations from Mr Rossaak, we are of the view that any adverse ecological effects can be avoided, remedied or mitigated subject to amendments to the ecological conditions in the NoRs as outlined below.
292. We recommend the following amendment to the Pre-Construction Ecological Survey Condition for all NoRs:

(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:

i) Confirming whether the species of value within Biodiversity Areas¹ identified in Schedule 3 are still present, and;

ii) Confirming whether the Project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with ~~the EIANZ guidelines~~ industry best practice.

293. We recommend amending the EMP for all NoRs:

iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:

...

- C. *Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a ~~50~~100m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;*
- D. *What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within ~~50~~100m of any construction area (including laydown areas). Measures could include:*
- i. a ~~20m~~ buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;*
 - ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the ~~20m~~ nesting buffer areas ~~should~~ must not occur until the Threatened or At Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;*
 - iii. minimising the disturbance from the works if construction works are required within ~~50~~100m of a nest, as advised by a Suitably Qualified Person;*
294. We have considered the certification recommendation for the EMP. In our view, if Council has any concerns about how qualifying statements such as ‘as far as practicable’ and ‘reasonably practicable’ in the conditions has translated into measures to minimise ecological effects, Council is able provide comments on this matter. We are not sure that Council could simply refuse to certify the plan if the reviewer considered the measures proposed by the RA did not go far enough. If this was the case, certification may morph into a form of ‘approval’ required from council, where theoretically, Council could dictate (by withholding certification) how effects should be managed. While we understand and appreciate Mr Rossaak’s concerns, we do not adopt his recommendation.
- 6.6.9 Effects on Trees**
- NoR
295. Effects on trees resulting from the five NoRs have been assessed at section 10.6 of the AEE and in the Assessment of Arboricultural Effects Report provided as Appendix G to the NoR application. The assessments note that any tree/s that trigger regional plan requirements will be assessed and managed through a future regional consenting process.

296. Table 10-6 from Section 10.6.3 of the AEE is replicated below and identifies the number of protected trees requiring removal and the works within the protected root zone of trees to be retained for each NoR:

Table 13: summary of potential impacts on protected trees

Project Area	Number of protected trees requiring removal	Works within the protected root zone of retained vegetation
NoR 1	0	0
NoR 2	0	0
NoR 3	0	0
NoR 4	~34	14
NoR 5	0	0
Total	~34	14

297. We note that all the trees requiring removal are notable trees, and that the number to be removed is approximate:

The SUP constructed along the western extent of the SH1 corridor will require a batter slope to support the new structure within the property at 1832 Great South Road (i.e. St Stephen's School). The proposed works will result in the removal of approximately twenty-one (21) smaller Notable London Plane trees growing on either side of the entranceway (running east west), and at least thirteen (13) of the more significant, Notable, London Plane trees growing on either side of entranceway (six (6) on the southeast side and seven (7) on the northwest side also requiring removal.

298. With regard to effects on the removal of Notable Trees, the AEE considers that tree removal has the potential to result in minor effects on arboriculture value (without mitigation):

The arboricultural effects associated with the removal of Notable Trees is considered to be greater for the older stand of London Plane Trees (Group 3), while the younger (Group 2) tress are only expected to be around 30 years old, which diminishes their heritage value (detailed further in Section 10.7 below). Overall, the nature of removing notable trees is considered to have a minor effect on arboriculture value without mitigation in place. The removal of these trees will also result in potential adverse effects on landscape visual amenity and heritage character, which are discussed detail in Section 10.8.3 below.

299. The RA has offered a Tree Management Plan ('TMP') condition for each NoR in order to manage potential adverse effects on trees during construction. As stated in the AEE, the preparation of a TMP will cover information such as:

- *Advice on how the design and location of works can avoid, remedy or mitigate effects on the existing trees,*
- *Recommended planting to replace trees that require removal,*

- *Establishing tree protection zones and specifying tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches, and;*
- *Detailing methods for all work within the root zone of trees that are to be retained in line with appropriate arboricultural standards.*

300. The arboriculture conditions vary between NoR 1 - 2, 5 and NoR 3 - 4. For NoR 3 and NoR 4, schedules are attached to the TMPs which specifies the trees to be managed under each TMP. NoR 1, NoR 2 and NoR 5 do not have such schedules and instead rely on the ULDMP condition to identify trees that are to be retained and protected.

301. Furthermore, in order to protect the trees at the Bishop Selwyn Cairn site (Bishop Selwyn Cairn Stone Memorial and its surrounds is a Category B scheduled site (item 960) in the AUP:OP), a specific condition has been offered for NoR 3:

Protected Trees (Bishop Selwyn Cairn)	
CC.31	<p>(a) Prior to the Start of Construction, a survey shall be conducted by a suitably qualified person to determine the location and existence of the following trees shown in Schedule 5:</p> <ul style="list-style-type: none"> i) Item ID. 2152, <u>Puriri</u>, located at 1832 Great South Road, Pt Lot B DP 6559; <u>and</u>; ii) Item ID. 2695, Norfolk Island Pine, located at 1850 Great South Road, SECT 4 SO69909, PT LOT B DP6559, PT LOT B DP6559, and SECT 3 SO69909. <p>(b) If these trees exist at the time of the survey, a specific Tree Management Plan shall be prepared. The objective of this Tree Management Plan is to protect the trees throughout the construction of the Project.</p>

302. For NoR 4, a specific condition has been offered to set out the replacement planting following the removal of notable trees on the St Stephen's School site:

St Stephen's School Planting Plan	
PC.7	<p>The following planting details and maintenance requirements shall be included in a St Stephen's School Planting Plan prepared for the Stage of Works at St Stephen's School (1832 Great South Road):</p> <ul style="list-style-type: none"> (a) The area (m²) of Notable Trees identified in Schedule 3 of this condition set to be removed; and, (b) Replacement trees identified in PC.7A(i) at a ratio of 1:1m² that will reach a mature height greater than 10.0m, to be planted within the area identified on Schedule 3, and to be retained.

303. Schedule 3 (NoR 4) as referred to above identifies the area of trees to be removed:

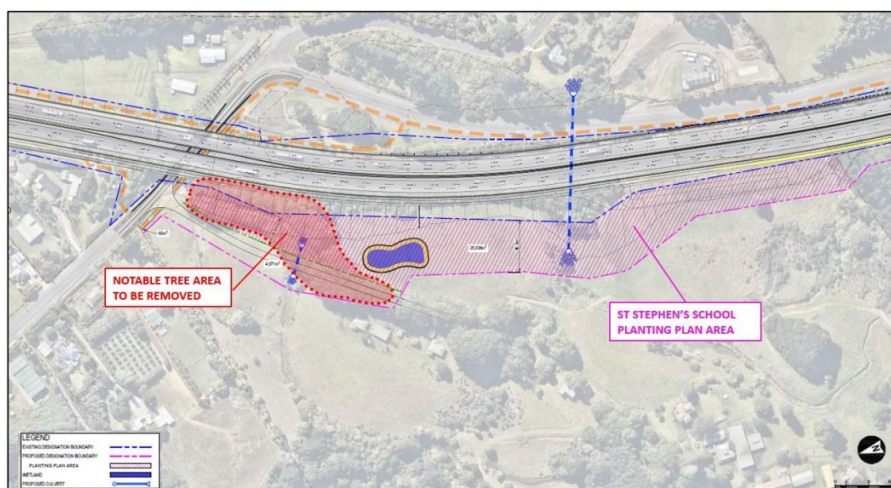


Figure 6: Trees identified in the St Stephen's School Planting Plan (from Schedule 3 to the NoR 4 conditions)

304. The AEE and arboricultural report identifies limited effects on trees once the Project is operational:

Operational effects on trees are limited. These include the maintenance of sight lines and the overhead and lateral clearances of general traffic lanes and the high-quality walking and cycling facilities. The required clearances will be limited to existing retained vegetation. Newly planted vegetation within proposed berm areas will only require management in the medium term. Once the Project has been constructed, no further effects on trees are anticipated.

305. The AEE considers that the Project will have positive effects in terms of trees as there is the potential for new and improved plantings in the road reserve, with an increase in tree canopy cover and improved quality of trees.
306. In summary, the AEE states that re-planting at the St Stephen's School site following removal of the Notable Trees will result in less than minor effects 'on balance'. Effects on the remaining trees within NoRs 1-3, and 5 will be adequately mitigated with the ULDMP and TMP conditions for each NoR.

Submissions

307. No submissions raise issues regarding trees and effects on trees.

Council's Specialist Review

308. Arboricultural effects have been reviewed for Council by Mr Leon Saxon, Arborlab Ltd. A copy of Mr Saxon's Memorandum is provided in **Appendix 2**.

Notable Trees

309. The primary issue raised by Mr Saxon relates to the removal of a group (avenue) of notable London plane trees located at 1832 Great South Road (St Stephens School). The number of notable trees to be removed is due to the proposed use of a large batter slope associated with the widening of SH1 and the Shared User Path. The extensive battering necessitates the removal of approximately 34 notable, London Plane trees, and likely works within the root zones of retained notable trees.

310. Mr Saxon notes that as part of the assessment of alternatives, an option was identified which would have allowed for the retention of a greater number of the notable London Plane Trees through the use of a retaining wall rather than a batter slope.
311. Mr Saxon is of the view that given the potential level of adverse effects on the Notable Trees, the level of assessment undertaken should be commensurate with the potential levels of adverse effects. Mr Saxon does not consider that the level of detail provided in the assessment is sufficient, and may have influenced the decision to forgo the retaining wall option:

Modern standards, and best practice methods for assessing adverse effects to trees involves individually identifying each of the trees and quantifying a 'Tree Protection Zone'. This is generally accepted within the industry as being 12 x the diameter of the trunk at breast height. There are some variations to this depending on the standard one refers to, and on-site conditions as well as other factors.

Once a Tree Protection Zone (TPZ) has been calculated, an assessment can be made on what effect a specified level of root zone disturbance may have on an individual tree. I acknowledge that this level of detail is generally provided at the detailed design / Tree Protection Management Plan stage. However, in the case of the identified London plane trees at St Stephens College, I believe this level of detailed assessment was warranted at the NoR Stage, and may have helped to inform decisions over whether the retaining wall option was viable from an arboricultural perspective.

312. Mr Saxon further highlights that the retaining wall option may result in retention of the majority of the avenue of trees. Had a more detailed assessment been undertaken at the NoR stage, it may have concluded that less than 12 – 13 trees would have required removal:

The option of the retaining wall is discussed at section 8.2.2 of the Assessment of Alternatives report. It is stated that the option would "allow the driveway at 1832 Great South Road to be maintained in its existing location" and that "the proposal would require less trees to be removed from the site (approximately 12-13 trees)..."

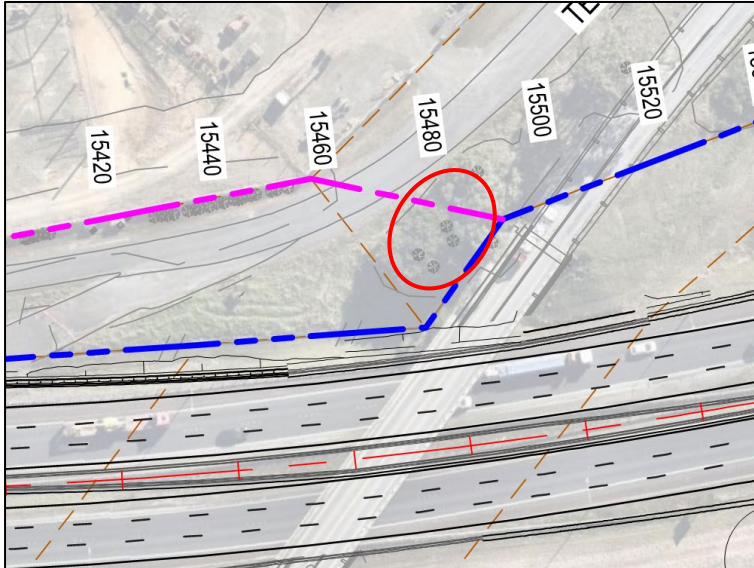
It is unclear to me how the decision was made that the 12 – 13 trees would require removal under the retaining wall option. Without accurate surveying, calculating root zones affected, and pruning required, this seems to be a very high-level assumption. It may be found that through the retaining wall option the majority of the avenue may be able to be retained.


313. Mr Saxon notes that his preference in managing the effects on the notable trees is to avoid their removal as much as possible in the first instance. However, if the NoR is confirmed, he accepts the mitigation proposed under the TMP and ULDMP conditions, and recommends a further condition that ensures the retaining wall option is considered further at detailed design stage.

Trees in the road

314. Mr Saxon has also identified a group of good quality Totara trees near the Quarry Road overbridge. The underlying zoning is road. Part of the group is located outside the proposed boundary of NoR 1, and the rest is within the boundary.

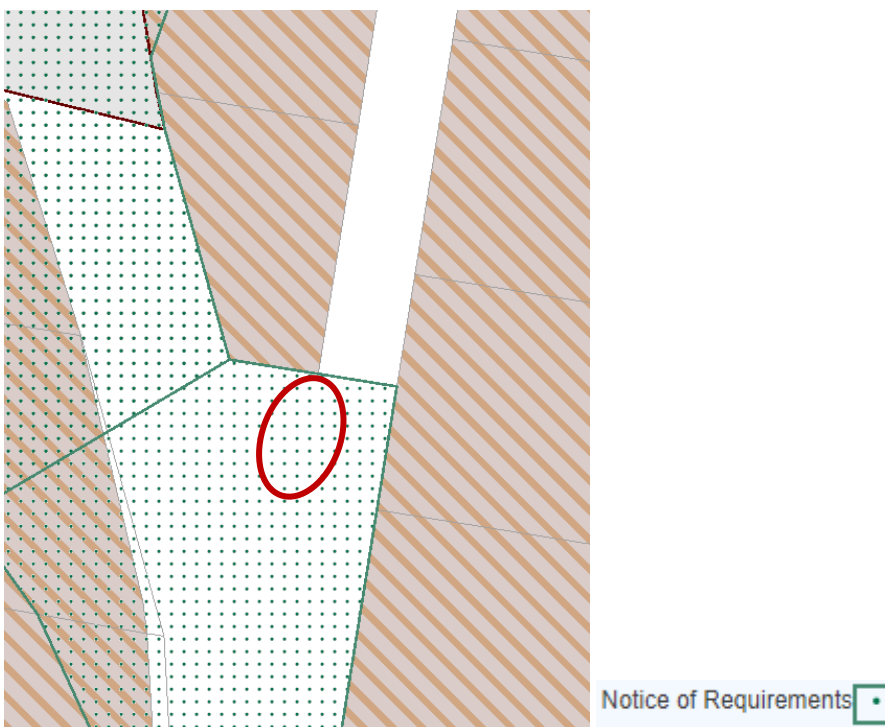
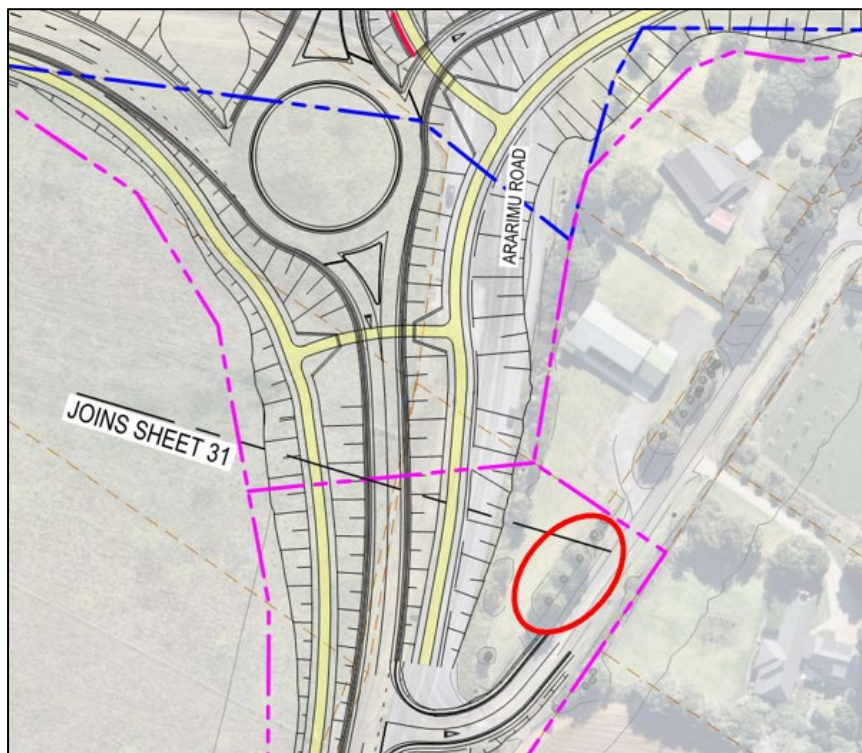
Figure 7: Location of Totara trees identified in red circle in the general arrangement plan (top) and Council GIS (bottom)



Notice of Requirements 

315. Mr Saxon has also identified three reasonable quality oak trees within the proposed designation boundaries of NoR 2, at Maher Road (refer to **Figure 8** below). The underlying zoning is road. Based on the general arrangement plans, they appear to be unaffected by the works. Mr Saxon recommends that they are identified now for protection.

Figure 8: Location of Oak trees identified in red circle in the general arrangement plan (top) and Council GIS (bottom)



Conclusions and recommendations:

316. Mr Saxon concludes that he is able to support NoRs 1 – 3 and 5, noting that the ULDMP and TMP conditions offered by the RA are considered suitable measures to manage potential adverse arboricultural effects.

317. Mr Saxon is not able to support NoR 4 in its current form:

I do not support the approval of NoR 4 in its current form due to the adverse effects on the group of Notable London Plane trees. I consider that the option of utilising a retaining wall, which may allow retention of a greater number of these trees, has been dismissed without sufficiently detailed analysis undertaken.

318. If NoR 4 is approved however, Mr Saxon recommends the following conditions (noting that the ULDMP and TMP should apply to all five NoRs):

The conditions proposed by the Requiring Authority for the ULDMP and TMP are considered suitable measures to manage potential adverse arboricultural effects if the NoR's are approved.

If NoR 4 is approved, I recommend that a suitable condition is added, which requires further detailed analysis of the retaining wall option alongside the group of Notable London Plane trees is undertaken and provided as part of the OPW process.

Our Assessment

319. We generally agree with Mr Saxon's recommendations. We have noted that Mr Saxon does not support NoR 4 and will factor this into our recommendation in Section 8 and Section 9 of this report.
320. As part of Mr Saxon's assessment, he has discussed the relevant sections of the AUP in relation to NoR. We provide some further commentary on this below.
321. The sole Objective of Chapter D13 (Notable Trees Overlay) of the AUP is that notable trees and notable groups of trees are retained and protected from inappropriate subdivision, use and development.
322. Depending on the proposal, subdivision, use and development activities may occur within the Notable Trees Overlay in a way that ensure the values of a tree or group of trees are protected (such as emergency works or biosecurity related works). However, activities which require the removal/alteration of notable trees or groups of trees are likely to be incompatible with the policy intent for notable trees.
323. Removal of notable trees is considered to have the greatest effect in terms of the management approach of the Notable Trees Overlay, and hence should be subject to rigorous assessment. As noted by Mr Saxon throughout his memo, every effort should be made to protect and retain the notable trees, primarily through the consideration of alternative designs. We highlight the following policies which are supportive of Mr Saxon's views:

(2) Require notable trees and notable groups of trees to be retained and protected from inappropriate subdivision, use and development, by considering:

...

(c) the degree to which the subdivision, use or development can accommodate the protection of the tree or groups of trees;

...

(e) alternative methods that could result in retaining the tree or trees on the site, road or reserve;

324. We accept that NZTA has considered the option of utilising a retaining wall in place of a batter slope which will more than halve the potential number of notable trees to be removed (12-13 potentially with retaining wall versus 34 potentially with batter slope). As noted in Mr Saxon's memo, the retaining wall option was discounted for several reasons, including:

- *The higher construction and ongoing maintenance costs, associated with a large retaining wall,*
- *The landscape and visual amenity impacts associated with a large structure, and the inability to integrate the structure with the surrounding landscape, with the use of planting; and,*
- *Potential for adverse safety effects as the access would be in close proximity to the retaining wall which could limit visibility for vehicles entering and exiting the site.*

325. We agree with Mr Saxon's views that a more detailed assessment of the notable trees (such as calculation of the Tree Protection Zone and assessment of root zone disturbance) may have indicated that the majority of the avenue could be retained under the retaining wall option. It is nevertheless obvious that the retaining wall option will result in the loss of much fewer notable trees.

326. For our assessment, the key question that arises is whether we are able to recommend, given the existence of a viable option which reduces the significance of effects on notable trees, that the RA take that option (i.e. Option 2 – retaining wall). In other words, do we consider that the chosen option is so incompatible with the purpose of the RMA that we need to consider the merits of alternatives?

327. Notable trees typically have multiple values, including cultural heritage, intrinsic and scientific values. They also make an important contribution to amenity values. The proportional mix varies tree by tree. Based on what we have learned from our experts, we understand that the London Plane trees' primary contribution is amenity. The trees do not have strong associations with heritage or historical events or figures, and no strong public associate with a local historic feature. The maintenance and enhancement of amenity values is a relevant section 7 RMA matter ('Other Matters'), and notably not a section 6 RMA matter ('Matter of National Importance').

328. While we do not intend to advocate for the retaining wall option, which in essence appears to be a competing merits assessment, we do recommend additional

conditions, taking into account the advice of Mr Saxon, to ensure the final detailed design will retain as many notable trees as reasonably practicable. This involves amendments to the TMP and St Stephen's School Planting Plan, all part of the suite of conditions for NoR 4.

329. Our recommended amendment to the TMP condition is set out below.

For NoR 4, amend condition CC.30:

- (a) Prior to the Start of Construction, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to: ~~avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP).~~
 - (i) avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP); and
 - (ii) ensures that the Project avoids the removal of Notable Trees as far as reasonably practicable.
- (b) The Tree Management Plan shall:
 - i) identify opportunities to reduce in the number and area of Notable Trees identified for removal in Schedule 3;
 - ii) demonstrate that any reasonably practicable measures, including the location and design of Project works, to reduce the number and area of notable trees identified for removal in Schedule 3, has been considered before confirming the area of Notable Trees to be removed;

...

330. Our recommended amendment to the St Stephen's School Planting Plan is set out below:

For NoR 4, amend condition PC.8:

The following planting details and maintenance requirements shall be included in a St Stephen's School Planting Plan prepared for the Stage of Works at St Stephen's School (1832 Great South Road):

- (a) Confirmation of the area (m²) of Notable Trees identified in Schedule 3 of this condition set to be removed, to be determined in accordance with the requirements under the Tree Management Plan (CC.30(b)(ii)); and,
- (b) Replacement trees identified in PC.7.A(i) at a ratio of 1:1m² that will reach a mature height greater than 10.0m, to be planted within the area identified on Schedule 3, and to be retained.

331. Mr Saxon draws attention to two groups of trees within NoR 1 and NoR 2.

332. For the group of protected trees (group of Totara trees) in the road reserve near the Quarry Road overbridge, we consider that if the trees are to be retained, they will be identified under the ULDMP condition. As we have noted above, part of the group lies outside the NoR boundary. As a result, we recommend amendments to the conditions

for all the NoRs to ensure any effects on protected trees immediately adjacent to the designation boundary are managed:

- For NoRs 1 - 5, amend condition LV.5:

Urban and Landscape Design Management Plan (ULDMP)

...

(i) planting design details including:

- A. Identification of existing trees and vegetation that will be retained, including any protected trees immediately adjacent to the designation, and any planting requirements under the Ecological Management Plan (Condition EC.1). Where practicable, mature trees and native vegetation should be retained.

333. We have included these amended conditions within the sets of recommended NoR conditions provided in **Appendix 5**.
334. For the three Oak trees within the boundary of NoR 2, the general arrangement plans appear to show that they are not affected by the works. If they are to be retained, the ULDMP condition will identify it as such, and any effects during construction will be managed through the TMP. We do not recommend any further conditions in relation to these trees.
335. We conclude that NoR 4 will result in significant effects on notable trees. Even if the amended conditions proposed by this report are accepted by the RA, notable trees will still be removed. In our view, any removal of notable trees is a significant effect as notable trees represent the 'best of the best' that the region has to offer. Again, conditions can only partially manage this effect. Section 8 of this report sets out our recommendations in terms of the RMA, which takes in account the significant effects of NoR 4 on notable trees.

6.6.10 Archaeology and Built Heritage Effects

NoR

336. Effects on archaeology and historic heritage is assessed in Section 10.7 of the AEE, and in the Assessment of Historic Heritage Effects included as Appendix H to the NoR application.
337. Section 10.7.2.1 of the AEE states that the construction effects on archaeology identified in the archaeological assessment includes:
- Potential discovery of pre-European Māori Midden/Oven sites, and;
 - Encountering unknown archaeological sites during construction works within Great South Road.
338. In terms of historic heritage effects, the Ramarama Hall (CHI item 1507) which is included in Auckland Council's Cultural Heritage Inventory ('**CHI**'), is in close proximity to NoR 2 and NoR 5. The Assessment of Historic Heritage Effects and AEE states no works are proposed near the hall, and that access will be maintained during construction and operation.

339. The Bishop Selwyn Cairn and its surrounds is a scheduled under the AUP as a Category B Historic Heritage Place (ID 01537) and is entirely encompassed by NoR 1. The Assessment of Historic Heritage Effects states that construction within the extent of place is not planned and the Project design will ensure that the scheduled extent is not encroached into during any future construction.
340. The Assessment of Historic Heritage Effects states there will be some effects on the avenue of London Plane Trees within the St Stephen's School land which cannot be avoided. Notably, the assessment states:
- Although the school was established in 1931, the avenue and ornamental carriageway appear to be earlier and likely associated with the Rutherford Family's Pukewhau homestead.*
341. In terms of operational period effects on archaeology and historic heritage, NZTA considers that after the completion of earthworks there are no expected effects on archaeological sites associated with the operation of the Project.
342. The following measures are proposed by NZTA to avoid, remedy or mitigate adverse archaeological and historic heritage effects:
- *Preparation and implementation of a HHMP, which will guide works during construction including induction requirements for contractors (and sub-contractors) and procedures for archaeological monitoring, inspection, and investigation,*
 - *A General Archaeological Authority to modify or destroy previously unrecorded archaeological sites that may be encountered within the Project corridor is to be applied for from HNZPT under Section 44 of the HNZPT Act. The Authority will be obtained in advance of any earthworks commencing to minimise delays, should archaeological remains be exposed once works are under way, and;*
 - *Ensuring that the recording of any archaeological or historic heritage features encountered during works will be undertaken by a suitably qualified archaeologist consistent with accepted archaeological practice and in accordance with the requirements of the Heritage New Zealand authority.*
343. In summary, the AEE states that the potential for adverse effect on archaeology and historic heritage within the Project Area can mostly be avoided. Where effects cannot be avoided, these effects can be adequately mitigated through the use of a Historic Heritage Management Plan ('HHMP').

Submissions

344. No submissions have raised concerns about the archaeology and heritage matters.

Council's Specialist Review

345. Ms Myfanwy Eaves, Senior Specialist in Archaeology and Mr Dan Windwood, Senior Built Heritage Specialist, both from Auckland Council, have undertaken a review of the AEE and associated specialist report. A copy of the memos prepared by Ms Eaves and Mr Windwood is provided in **Appendix 2** to this report.

346. In their assessment, Ms Eaves and Mr Windwood agree with the statements made regarding individually identified sites and concur with the assessment of the effects on known sites.
347. Ms Eaves and Mr Windwood appreciate the cautious approach taken by NZTA's archaeology and historic heritage experts and consider that all known risks have been identified and a viable mitigation approach has been proposed.
348. Ms Eaves and Mr Windwood considers the conditions proposed to be appropriate for a proposal for route protection. They note however:

Recent and unrelated NOR hearings place historic heritage mitigation conditions within the Urban Landscape Design Management Plan (ULDMP) in order to remove any potential conflicts in outcomes. It is suggested that this project considers the same approach. Mitigation for the destruction of part of a historic heritage site should be placed in conditions section (g) of the ULDMP around (iv) or later.

349. Ms Eaves and Mr Windwood considers that the appropriate wording could be:

The integration of any Historic Heritage information or sites affected by this project and the provision of interpretation signage, if appropriate.

Our Assessment

350. We consider that the adverse effects on archaeology and historic heritage can be adequately avoided, remedied or mitigated through the conditions offered by NZTA.
351. We acknowledge that all future works will require the preparation of HHMPs to effectively protect historic heritage where possible, and to remedy and mitigate unavoidable adverse effects.
352. Ms Eaves and Mr Windwood have recommended the insertion of an additional clause to the ULDMP condition as discussed above. We recommend that it is worded in the following manner:

Urban and Landscape Design Management Plan (ULDMP)

...

- (g) To achieve the objective, the ULDMP(s) shall provide details of how the project:

...

- (vii) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate.

6.6.11 Māori Cultural Values and Effects

NoR

353. Section 9.3 of the AEE discusses the engagement undertaken by the RA with mana whenua and also summaries the feedback provided by mana whenua for the Project. Section 10.12 of the AEE discusses how feedback and Cultural Impact Assessments ('CIA') / Cultural Value Assessments ('CVA') received from mana whenua informed the

measures to avoid, remedy and mitigate effects on matters of particular interest for mana whenua.

354. Below is a summary of the approach to engagement with mana whenua undertaken for the Project:

- In developing the P2B Project, recognition has been given to both the relationship of tangata whenua to their lands, culture and traditions in the Papakura to Bombay area and the commitment to partnership between mana whenua and NZTA.
- NZTA has an established process called the Southern Iwi Integration Group ('**Southern IIG**') to engage with mana whenua, both at a programme wide level and at the Project level. The Southern IIG is a collective iwi (consisting of representatives of ten iwi) and NZTA forum which was formed to discuss matters of interest for mana whenua in relation to NZTA projects in the south. For the P2B project, engagement with the Southern IIG started in 2016 during the development of the P2B business case and has continued since.
- NZTA acknowledges that only mana whenua can speak to the impact that a project may have on their cultural values, heritage, and aspirations. As such, the methodology for assessing effects has been to engage with mana whenua representatives and seek input on the actual and potential impacts of each NoR.
- The commitment of NZTA to working in partnership with mana whenua, and Project conditions ensure ongoing engagement as the Project progresses (i.e. to detailed design, construction and operation).

355. Ngaati Whanaunga has provided a CIA for Stage 2 of the P2B Project. Section 10.12.2.1 of the AEE provides a summary of the CIA, which we understand is the only one prepared to date specifically for this stage of the Project.

356. As part of NZTA's response to Council's section 92 request, NZTA provided summaries of the CIAs or CVAs from the following iwi that addressed the P2B Project as a whole:

- Ngāti Tamaoho;
- Ngaati Whanaunga; and
- Ngāti te Ata Waiohū.

357. The summaries of the whole corridor CIAs or CVAs (available in **Appendix 1**) highlight the cultural values and interests of the iwi, their key concerns regarding the Project and recommendations on how effects (such as water quality, biodiversity and urban design) should be managed.

358. Key issues for mana whenua include, but are not limited to:

- Effects on the natural environment, including any associated cultural values (such as pollution from sediment discharge);
- Stormwater quality;
- Effects on freshwater ecology and habitat modification;
- Historic heritage and cultural sites, including impacts and destruction of wāhi tapu, wahi tūāhi and urupā;

- Impacts on historical heritage and traditional relationships;
- Effects on wetlands;
- Loss of biodiversity;
- Vegetation clearance and riparian planting;
- Impacts on access to traditional land through traffic growth and noise effects;
- Introduction of contaminated materials;
- Future proofing for climate change;
- Re-planting of native species;
- Effects on landscape character;
- Managing the effects of construction (erosion and sediment control); and
- Continuing relationship with NZTA throughout the Project.

359. NZTA have discussed how mitigation measures are proposed to incorporate the recommendations of the CIAs or CVAs intended to avoid, remedy, or mitigate any potential adverse effects on Māori culture and values. These measures (provided for via conditions on all NORs) include:

- an invitation to mana whenua to prepare a Cultural Advisory Report in advance of the detailed design;
- an invitation for mana whenua to participate in the development of the ULDMP to input into relevant cultural landscape and design matters on each corridor. This includes the management of potential effects on cultural sites, landscapes and values;
- the preparation of a Cultural Monitoring Plan prior to the start of construction works or enabling works. These plans will be prepared in collaboration with mana whenua to ensure that effects are managed appropriately, including features discovered by accident;
- Representatives of the NZTA Southern IIG will be invited to the preconstruction meeting;
- Prior to the start of construction, provision will be made for a cultural induction of the contractor's staff and the Waka Kotahi Southern IIG will be invited to participate;
- the preparation of an Ecological Management Plan to manage concerns relating to construction and operational impacts on lizards, birds and bats;
- the preparation of a Stakeholder Communication and Engagement Management Plan, which will set out methods (to be developed in collaboration with the Waka Kotahi Southern IIG) for engaging with the Waka Kotahi Southern IIG;
- the preparation of a Historic Heritage Management Plan to be prepared in consultation with Waka Kotahi Southern IIG (and Council and HNZPT). The Historic Heritage Management Plan requires the identification of known and potential archaeological sites within the designation and recognises that Waka Kotahi Southern IIG representatives are among those involved and responsible for heritage and archaeological matters;

- concerns relating to construction works and potential impacts of sediment or other contaminants on streams will be considered through the management plans such as the CEMP and future regional consents; and
- a general condition that requires relevant management plans to be prepared in consultation with the Waka Kotahi Southern IIG, including the requirement to summarise comments received along with a summary of where comments have been incorporated, and where not incorporated, the reasons why.

360. The AEE identifies several matters raised by mana whenua which are linked to future regional and national environment standards (such as stormwater quality, bulk earthworks and effects on freshwater). The AEE states that NZTA will continue engagement with mana whenua in any future processes.

Submissions

361. None of the submission received raised matters relating to effects on Maori culture or values.

Council's Specialist Review

362. There is no Council specialist assessment for this section of the report.

Our Assessment

363. We agree with the AEE assessment of the effects on Maori culture, values and aspirations and that only mana whenua can advise on the effects that a project may have on these matters. We acknowledge that the RA has engaged with mana whenua representatives and sought input into the potential effects of the P2B Project (as a whole and for Stage 2 specifically). We consider that the extensive set of conditions will ensure ongoing mana whenua engagement and input throughout the Project stages (detailed design, any regional consenting requirements, construction and operation), if the NoRs are confirmed.

364. We note that the term 'Waka Kotahi Southern IIG' appears to have replaced 'Mana Whenua' in the conditions (aside from in the ULDMP condition). We presume that Waka Kotahi Southern IIG is used because while all iwi in the Auckland Region (Mana whenua interests are represented by 19 iwi authorities in Tāmaki Makaurau, Auckland) were invited to the Southern IIG, only the ten noted in the AEE expressed interest in joining. We invite NZTA to clarify the reasons for the distinction made (between 'Waka Kotahi Southern IIG' and 'Mana Whenua').

365. As noted above, the ULDMP condition refers to the invitation of 'Mana Whenua' to the development of the ULDMP. We note that for all other relevant conditions, the term 'Waka Kotahi Southern IIG' is used. For consistency, we recommend that either Waka Kotahi Southern IIG or Mana Whenua is used throughout the conditions.

6.6.12 Network Utilities

NoR

366. Section 10.10 of the AEE identifies the effects on existing utilities within or adjacent to the extended and/or upgraded corridors, along with any measures proposed to manage potential impacts. NZTA acknowledges that construction will cause disruption in and along the corridor/s and may require the protection or relocation of existing network utilities.
367. The ‘typical’ utilities identified by the AEE as being potentially affected include:
- *Water infrastructure – wastewater, potable water and stormwater;*
 - *Electricity overhead and underground lines;*
 - *Gas lines; and*
 - *Ethernet and telecommunications.*
368. Table 10 - 8 in the AEE, as replicated below, identifies the ‘non-typical’ network utilities considered by NZTA to be affected by the Project.

Table 14: Non-typical utilities

NoR	Non-Typical Utilities
NoR 1 – Alteration to SH1 Designation 6706	Transpower National Grid – 220kV High Voltage
NoR 2 – Alteration to SH1 Designation 6700	Transpower National Grid – 220kV High Voltage Designation 8009 – Counties Power Designation 8521 – Transpower Site Designation 9104 – Pukekohe to East Tamaki Gas Pipeline
NoR 3 – Alteration to SH1 Designation 6701	Transpower National Grid – 220kV High Voltage
NoR 4 – Construction, operation and maintenance of a SUP	Transpower National Grid – 220kV High Voltage Designation 9104 – Pukekohe to East Tamaki Gas Pipeline
NoR 5 – Drury South Interchange Connections	Transpower National Grid – 220kV High Voltage Designation 8521 – Transpower Site

Construction effects

369. Section 10.10.3 of the AEE states that the Project will result in construction disruption to existing network utilities within each NoR and may require the protection or relocation of services. The impacts of the Project’s construction can generally be grouped into two categories:
- *Impacts on general services and assets, and;*
 - *Impacts to non-typical assets, where works around them require additional control beyond business as usual, due to the potential disruptions to the service being significant.*

370. In terms of impacts on general services and assets, the AEE expects that they may include:
- *Limitations on access to utilities within the corridor whilst construction works are being undertaken,*
 - *Risk of uncovering assets or potential damage to assets if depths are unknown, resulting in temporary disruption to users and requiring repair, and;*
 - *Location of devices shifting in relation to the road reserve corridor due to reallocation of corridor space.*
371. The AEE considers that there are established processes for managing these impacts:
- NZTA have existing established processes for engaging and coordinating works with utility providers in the corridor. Although there will be temporary disruption, the staging of construction along the alignments will limit prolonged disruption in any section.*
- Engagement with network utilities will occur to coordinate works where practicable (such as laying new cables or services under the 'dig once' principle) as per the proposed designation conditions. These works will be coordinated to align with the Code of Practice and/or RMA requirements.*
372. In terms of impacts on non-typical utilities, the AEE states that construction associated with the new or upgraded corridors may result in significant effects, though this is unlikely to occur given the established protocols which exist under the Code of Practice and NZTA's role as roading authority, as well as ongoing engagement across the P2B Project with Network Utility Operators. The AEE notes that NZTA will be required to seek written consent under section 177 from several Network Utility Operators (Counties Energy Ltd, Transpower NZ and First Gas Ltd) where the Project affects the earlier designations of the Network Utility Operators.
- Measures to avoid, remedy, or mitigate effects*
373. Section 10.10.5 of the AEE sets out the recommended measures to avoid, remedy, or mitigate effects on network utilities. These include a Network Utility Management Plan ('**NUMP**') and a condition offered to ensure that Network Utility Operators do not need written consent from NZTA under section 176(1)(b), for the following works prior to construction:
- *the operation, maintenance, and urgent repair works*
 - *minor renewal works to existing network utilities necessary for the ongoing provision or security of supply of network utility operations,*
 - *minor works such as new service connections, and;*
 - *the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.*

374. The AEE states that for works that will exceed the described activity threshold, NZTA has an established process for considering and providing section 176 or 178 approvals.

Summary of Effects on Network Utilities

375. As set out in section 10.10.6 of the AEE, NZTA considers that the potential adverse effects on network utilities can be avoided or appropriately managed through existing approvals/protocols, and the recommended conditions proposed for each NoR.

Submissions

376. Submissions have been received across the NoRs from Network Utility Operators and they are addressed individually below.

Watercare Services Limited

377. Watercare Services Limited (Watercare) lodged identical submissions to all of the NoRs. Watercare takes a neutral stance with regard to these NoRs. Watercare seeks to ensure that any decisions made to confirm the NoRs respond to the issues raised in this submission and avoid, remedy, or mitigate potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.
378. Watercare seeks early engagement from the NZTA for future planning and construction works including prior to detailed design and during implementation of construction works. In addition, Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety, and efficient operation of its services.

Telecommunication Submitters

379. A joint submission was received on all the NoRs from a group of telecommunications providers comprising: Fortysouth Group LP, Chorus New Zealand Limited (Chorus), Connexa Limited (Connexa), One New Zealand (One NZ) (formally Vodafone New Zealand Ltd), and Spark New Zealand Trading Limited (Spark). They are henceforth known as the Telecommunications Submitters.
380. The Telecommunications Submitters note that the AEE did not identify Connexa and Fortysouth as relevant utility providers who have infrastructure within the designation boundaries. Maps of where their assets are located are appended to the submission.
381. The Telecommunications Submitters oppose the proposed designations unless the matters outlined in their submission are satisfactorily addressed.
382. The Telecommunications Submitters request that an additional clause is included in the NUMP conditions for all the NoRs, in line with the wording agreed to by NZTA for the SGA North Package of projects. The additional clause is worded:
- (x) the development of the NUMP shall consider opportunities to coordinate future work programmes with other network utility operator(s) during detailed design where practicable.*
383. The Telecommunications Submitters request that a Network Utilities Integration ('NUI') condition is included within all five NoRs to promote effective collaboration

and proper exploration of opportunities with regard to future infrastructure requirements being incorporated into the Project.

Counties Energy Limited

384. Counties Energy Limited ('CEL') opposes all five NoRs. CEL requests that Council recommends to the RA that the NoRs be withdrawn, or alternatively, that conditions are imposed to ensure that the potential adverse effects on CEL's existing and planned assets, and CEL's ability to operate, maintain, upgrade and develop those assets, are addressed. As well, CEL requests that the designation boundary of NoR 2 is amended to that it does not apply over 201 Quarry Road, and the part of 231 Quarry Road that is subject to CEL's easement.
385. CEL considers that the potential effects on CEL's existing and planned electricity assets have not been identified or assessed. CEL states that the extent of relocation or reconstruction of CEL's assets is unknown and will not be confirmed until NZTA have completed its detailed designs, noting that a long lead time is required for CEL to prepare any relocation or reconstruction of its assets.
386. CEL requests amendments to several of the offered conditions to address its concerns, and they include:
- *Retaining proposed Condition GC.5 (Network Utility Operators (Section 176 Approval)).*
 - *Amending proposed Condition PC.3 (Outline Plan(s) of Works (designation)) to include the NUMP in the list of management plans to be included in the Outline Plan.*
 - *Amending proposed Condition PC.6 (Stakeholders and Communication Management Plan) to make it clear that Network Utility Operators with assets within or adjoining SH1 are identified as Stakeholders.*
 - *Amending proposed Condition PC.7 (Urban and Landscape Design Management Plan) so that it must take into account existing and proposed network utilities (and any relevant regulations) to ensure proposed landscaping does not adversely affect network utilities (including ongoing access to CEL network assets), or the future maintenance or upgrading of network utilities.*
 - *Amending proposed Condition CC.8 (Network Utility Management Plan) so that:*
 - *the NUMP must be prepared at least 24 months prior to the Start of Construction and submitted as part of the Outline Plan (rather than submitted to the Manager for information at least 10 working days prior to the Start of Construction) (sub-clause a);*
 - *sub-clauses (b) and (d) are modified to include both existing and planned network utilities;*
 - *the NUMP must include a record of the written endorsement of all Network Utility Operators (rather than simply describe how any comments from the Network Utility Operator(s) in relation to its assets have been addressed) (sub-clause (e)).*

- *Amending proposed Condition CC.15-CC.20 (Electricity Infrastructure Management Plan) so that this plan is renamed the “Transpower Infrastructure Management Plan” to clarify that the plan only relates to Transpower infrastructure and not the electricity distribution network; and/or*
- *Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.*

387. CEL in its submission on NoR 2, states that the effects of the NoR on its property at 201 Quarry Road has not been identified nor addressed. CEL’s submission provides the following comments on this property (and the easement held by CEL over 231 Quarry Road):

CEL owns 201 Quarry Road and holds an existing designation over the entire site for “Electricity Supply Purposes” in the AUP(OP) (Designation 3009 Drury South Substation).

CEL purchased 201 Quarry Road in 2019 to construct a zone substation to service the expanding Drury South area. New 110kV circuits will be installed between this substation and the neighbouring Transpower substation as part of the development of the substation and there is an easement over 231 Quarry Road to provide for this. The development of the substation represents a significant investment by CEL in critical electricity distribution infrastructure. Current demand modelling confirms that the proposed substation is required to be constructed and online between 2028 and 2030.

NZTA is seeking to designate a portion of 201 Quarry Road that is planned to be developed as a substation and over the land that is subject to CEL’s easement on 231 Quarry Road.

The presence of the NZTA designation would reduce the usable space on 201 Quarry Road. Although the NZTA designation would cover only a relatively small fraction of the western portion of the site, it covers a large fraction of the usable footprint, as a watercourse crosses the site, a Transpower 220kV line traverses the site and the eastern portion of the site is susceptible to flooding.

388. As explained above, CEL requests that the NoR over 201 Quarry Road, and over the land subject to CEL’s easement on 231 Quarry Road be removed.

Transpower

389. Transpower holds a neutral position on the NoRs and wishes to highlight the need to appropriately avoid, remedy, or mitigate any potential effects of the proposed designations and future development on the National Grid.

390. Transpower supports the conditions offered by the RA for all five NoRs, noting:

Transpower considers that the aspects of the Project, which have the potential to result in adverse effects on Transpower’s National Grid assets, can be addressed through the designation conditions proposed by NZTA, developed in conjunction with Transpower.

391. Overall, Transpower seeks a decision that ensures that the operation, maintenance, upgrading, and future development of National Grid infrastructure is protected from the potential adverse effects of the proposed P2B Project.

Specialist assessment

392. Mr David Russell, Council Senior Development Engineer, has undertaken a review of NZTA's lodged documents and the submissions received on the NoRs. A copy of Mr Russell's memo is provided in **Appendix 2**.
393. Mr Russell makes a broad observation with respect to the assets of Network Utility Operators:

Utility operators who for various reasons want conditions amended to ensure their assets are protected and that they have access to them during the construction works. The various requests all are sound and equally cover all the utilities. Their role is important in the lead up to works and during the construction work for this NOR group. It should therefore be a requirement of the NOR's to adequately consult with them in the lead up for the preparation of the various plans, retaining access to the assets and ensuring that the NOR works proposed will ensure the safety of the utility companies assets.

394. Overall, Mr Russell largely supports the relief sought by Network Utility Operators and has recommended the following amendments to the offered conditions for a specific NoR or for all the NoRs, as set out in Section 4 of his report.

Our Assessment

395. We agree with CEL that the NUMP should be included in the list of management plans to be included in the Outline Plan. We recommend the following wording, noting that there is some variation in the wording between NoR 1 and NoR 2 - 5:
- (a) Outline Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG:
- (i) Construction Traffic Management Plan (CTMP),
 - (ii) Construction Noise and Vibration Management Plan (CNVMP),
 - (iii) Construction Environmental Management Plan (CEMP),
 - (iv) Historic Heritage Management Plan (HHMP),
 - (v) Ecological Management Plan (EMP),
 - (vi) Tree Management Plan (TMP), ~~and,~~
 - (vii) Urban and Landscape Design Management Plan (ULDMP), and
 - (viii) Network Utility Management Plan (NUMP).
396. We agree with CEL that more clarity is required to ensure that Network Utility Operators are considered 'stakeholders' when it comes to the requirements of the SCMP. We recommend the following amendment to the SCMP condition as follows:

Stakeholder and Communications Management Plan

- (a) A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.
 - (b) The purpose of the SCMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land, and Network Utility Operators with assets within or adjoining the designation) will be communicated with throughout the Construction Works.
397. We agree with CEL that the ULDMP condition should be amended to take into account existing and proposed network utilities to ensure any proposed landscaping does not adversely affect network utilities, or the future maintenance or upgrading of network utilities. We recommend the insertion of the following clause into the ULDMP condition:
- (i) The ULDMP shall also include the following planting details and maintenance requirements:

...

V. Identification of existing network utilities, and any measures to ensure that any proposed planting and landscaping does not adversely affect network utilities nor access to such utilities for the purposes of maintenance and upgrades.

398. We agree with CEL that sub-clauses (b) and (d) of the NUMP condition should be amended to include both existing and planned network utilities (note that NoR 1 has alternative wording to NoR 2-5, refer to Appendix 5):

Network Utility Management Plan

...

- (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing and planned network utilities.

...

- (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing and planned assets that are directly affected by the Project.

399. We agree with the Telecommunications Submitters that an additional clause to the NUMP should be added, for the reasons set out in their submission as to why opportunities to coordinate future work programmes between NZTA and other Network Utility Operators during detailed design should be considered:

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, it is reasonable for there to be provisions to ensure the matter is properly considered during the design phase through consultation with network utility operators as it sets appropriate expectations and ensures these opportunities are properly explored. This facilitates proper consideration of making provision for communications infrastructure that support the function of the roads

and/or serves adjacent growth. This should be a consideration distinct from protecting or relocating existing network utilities impacted by the project which has previously been the focus of conditions to manage network utilities.

400. The wording of the additional clause to be inserted under the NUMP is set out below:
Network Utility Management Plan (NUMP)

...

- (h) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.

401. Note that NoR 1 has alternative recommended wording (refer to Appendix 5) to NoRs 2 – 5 but the intent remains the same.

402. We agree with the Telecommunications Submitters that a new NUI condition is appropriate, for the reasons set out in their submission:

The exclusion of an NUI condition creates a potential lack of integration and dialogue between the project teams and existing infrastructure providers such as the Telecommunications Submitters. The proposed condition will promote effective collaboration and proper exploration of opportunities with regard to future infrastructure requirements being incorporated into these projects. The Telecommunication Submitters are seeking relief in the form of a satisfactory NUI condition (equivalent to the condition as previously included within the SGA North NoRs) to be included within the 5 Waka Kotahi NoRs for the P2B project, or an alternative condition of like effect in regard to addressing the issues raised by the Telecommunications Submitters.

403. The wording of the new NUI condition is set out below:

Network Utilities Integration

The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.

404. We have included these amended conditions, with some further revisions to numbering or wording to better integrate with other conditions, within the sets of recommended NoR conditions provided as **Appendix 5**.

6.6.13 Property and Land Use Effects

NoR

405. Section 10.11 of the AEE assesses effects on property and access. The AEE states that 77 private properties will be directly affected and that these properties are primarily for rural and working agricultural uses, with some rural residential and pockets of light

industrial land/business land uses. The AEE notes that potential adverse effects on private property have been reduced where practicable through the development of the concept design and the proposed designation boundary.

406. In terms of additional mitigation, the AEE proposes the following measures:

Conditions and management plans

- A condition on each NoR requiring the establishment of a project website or other suitable information source with information on the Project, such as their status and anticipated construction timeframes;
- A condition on each NoR requiring the provision of a SCMP to identify how the public and stakeholders (including directly affected and adjacent landowners and occupiers of land) will be communicated with before and during construction works;
- The preparation of a SCMP, CTMP, CNVMP and CEMP (provided for as conditions for each NoR) prior to the start of construction to mitigate adverse effects from construction activities;
- Review of boundaries following the completion of construction, with any land not required being reinstated in coordination with directed affected landowners or occupiers; and
- Disruption to property access will be managed via the CTMP for the Project, which is provided for via a condition on each NoR. It is understood that access will be maintained to property and/or private roads where practicable, otherwise, the 'Existing Property Access' condition provided for each NoR ensures that reconfigured or alternative access arrangements will be provided.

Engagement

- Providing information on the Section 176(1)(b) process and NZTA contact details to support the integration of development with the extension and / or upgrade of each corridor, where practicable; and
- Engagement with affected landowners at the detailed design stage on NZTA's approach to temporary and permanent land impacts (including leasing or acquisition processes, as covered under the PWA).

Public Works Act ('PWA')

- Land required for permanent work will be acquired prior to construction and land required for temporary works will be leased, in accordance with the provisions of the PWA. For partially acquired properties, management plans will be implemented to manage adverse amenity effects.

Submissions

407. The majority of submissions on the five NoRs are related to effects on property, land use and business, with the common issues raised in submission being:

- extent of the designation boundary and effects on specific properties;

- no distinction between areas required for operation (permanent) and areas required for construction (temporary)
- effects of uncertainty and planning blight due to lapse period;
- impacts on property and businesses;
- usability of balance of land not acquired;
- loss of business viability and financial loss;
- inability to develop land or make improvements to existing property/business;
- impacts on private infrastructure; and
- engagement and consultation.

408. We understand from submitters that the concerns above are exacerbated by the fact that:

- business operations are complex and requires careful planning of site layout, private infrastructure and operational requirements;
- there are a range of legislation (aside from the RMA) that businesses need to comply with which could be frustrated by the NoR;
- significant investments (in resources and time) has gone into private infrastructure and buildings;
- relocations of buildings and/or infrastructure is not always possible for reasons including existing environmental constraints or lack of available space; and
- being able to plan ahead for the land and the business is critical for business viability.

Summary of relief sought

409. Most of the submitters are critical of the fact that the alignment, design and construction methodology seem to have paid little to no heed to the impacts on individual properties and businesses, noting that even a partial take of their property will result in, in their view, significant impacts. Submitters generally request that:

- the designation avoids their site completely;
- if land take is unavoidable, only take the absolute minimal amount of land (supported by detailed rationale);
- avoid certain areas (such as truck manoeuvring areas); and
- further engagement and information on how loss of fencing, landscaping, car parking and access will be addressed.

410. Several submitters have requested involvement in the preparation of various management plans and to be identified as a stakeholder. Submitters also request that conditions are set which require the RA to be responsive to any input received from landowners/occupiers, including that council pay particular attention as to whether the RA has adequately considered landowner/occupier feedback.

411. Several submitters have requested site-specific conditions and specific responses to manage impacts on their property and business. These typically involves identification of a specific party or property, or identification of site-specific concerns in the condition set.
412. Several submitters are concerned about the construction effects on their business, including dust, access, flooding and loss of visual amenity (generally loss of screening on their boundaries). Submitters request that more detailed assessments are completed to ensure effects are either avoided or appropriately managed.
413. Several submissions have raised concerns that partial acquisition of their property will likely render their existing operation and balance of property entirely unworkable. Submitters also say that because of the specific requirements of their operation (such as compliance with certain legislation or space requirements), they cannot simply relocate to the balance of the site not taken. Submitters request engagement with the RA and amendments to the designation extent to address their concerns.
414. Several submitters have requested conditions requiring regular reviews of the designation (pre-construction) for the purpose of demarcating temporary and permanent designation boundaries, as well as removal of any extents of the designation no longer required.

Council's Specialist Review

415. There is no Council specialist assessment for this section of the report.

Our Assessment

416. We group our responses into the following sub-sections below.

Extent of designation

417. This matter is discussed in Section 6.6.2 of this report.
418. It is noted that no detailed assessment of the route in relation to individual sites or justification for the partial or total location of the route on individual sites has been provided by NZTA.
419. Consequently, we have not provided an assessment on these matters at this time except that we accept the proposed designation extent as being reasonably necessary, noting that more detailed assessments by NZTA may likely refine these extents. NZTA is invited to address the submitters' concerns regarding the extent of the NoR on their properties.

Impacts on property and business

420. It is our view that both the RMA (largely physical effects on property) and PWA (economic loss related to property and business) will play a complementary role in mitigating the effects of the Project. Construction effects, such as dust, noise and access, will be addressed through conditions and the preparation of management plans. Operational effects of the Project will likely be addressed through a direct response (i.e. low noise roads or new access location). We understand that the relevant mechanisms of the PWA are set up to provide financial compensation for a range of loss, including:

- Physical impacts on operations (loss of on-site carparking);
 - Relocation costs;
 - Reasonable costs to vary to consents;
 - Financial loss suffered by business; and
 - Compensation for acquired land.
421. In cases where submitters are concerned that partial acquisition will be detrimental to the reasonable use of the balance of their property, it is our understanding that the PWA also contains mechanisms to deal with such scenarios.
422. We discuss the effects of an extended lapse period in Section 6.6.1 of this report.
423. We discuss the effects of the extent of the NoRs in Section 6.6.2 of this report. We note that the extent of the NoRs is often directly related to the effect on property and business.
424. We discuss access to private properties in Section 6.6.4 of this report. For consistency, we recommend that the 'Existing Property Access' condition which is offered for NoRs 2 - 5, is also included for NoR 1. We have set this out in **Appendix 5** of this report.

Conditions to manage construction and operational effects

425. We have recommended several amendments to the conditions as set out in the above sections of this report. It is our view that with these amendments, the physical effects of the construction and operation of the Project on property and business will be appropriately managed. Our recommendations are discussed in Section 6.6 of this report.

Stakeholder engagement and/or involvement in the preparation of management plans

426. We agree with submitters that engagement and the opportunity to provide feedback will provide the RA with detailed, site-specific information from the people who are most affected and know the property best. This should influence the RA's decision making to ensure effects are being appropriately managed.
427. From our review of the conditions offered by NZTA, some of the management plans do set out requirements for engagement with stakeholders, as listed below:
- The Existing Property Access Condition requires consultation with landowners and occupiers whose vehicle access is altered by the Project prior to the submission of an Outline Plan;
 - The Project Information condition requires the establishment of a project website which will act as a key source of information about the Project. Directly affected parties and occupiers will be notified in writing once the website is up;
 - The UDLMP requires key stakeholders identified through the SCMP are invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work;

- The CNVMP requires that procedures for communication and engagement with nearby residents and stakeholders are identified, including notification of proposed construction activities, the period of construction activities and management of noise and vibration complaints;
- The CTMP requires that methods to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services) are identified; and
- The SCMP requires identification of how the public and stakeholders will be communicated with throughout the Construction Works.

428. We have noted that the Stakeholder Communication Management Plan condition is similar to a Stakeholder Communication and Engagement Management Plan ('**SCEMP**') condition, which exists in a confirmed NZTA designation (6707 State Highway 22 - Karaka to Takanini). We prefer the wording of the SCEMP condition, subject to some further amendment, to better address the concerns raised by submitters for the following reasons:

- We consider that the concept of 'communication' and 'engagement' overlap, but it seems to us that you could communicate with someone without necessarily seeking engagement with that same person. We prefer 'engagement' with stakeholders as it signals a more active method of addressing any concerns raised by stakeholders;
- The condition offered by the RA appears administrative in nature (i.e. identification of stakeholders around at the time of implementation). We prefer a process that also establishes an engagement methodology and ensures that the process of engagement is protected through the condition (as amended by our recommendation);
- While we support communication with stakeholders and the public throughout construction, we recommend that the condition is expanded to include engagement with stakeholders prior to construction; and
- We have recommended that the RA provides a summary of feedback received from stakeholders and a response confirming if any action/outcome resulted from that feedback. This provides sufficient clarity in our view in how the RA will take into account the feedback received.

429. For all five NoRs, the recommended condition is set out below:

Stakeholder and Communications and Engagement Management Plan (SCEMP)

(a) ~~A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.~~ A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction for a stage of work

(b) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land, and Network Utility Operators with assets within or adjoining the designation) will be ~~communicated with~~ engaged with prior to and throughout the Construction Works.

(c) To achieve the purpose, the SCEMP shall include:

(i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);

(ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;

(iii) methods for engaging with the Waka Kotahi Southern IIG, to be developed in consultation with the Waka Kotahi Southern IIG;

(iv) methods for engaging with Parks, Sports and Recreation and Land Advisory, to be developed in consultation with Parks, Sports and Recreation and Land Advisory;

(v) a list of stakeholders, ~~organisations, businesses and persons who will be communicated with~~;

(vi) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to;

(vii) methods to engage with stakeholders and the owners of properties identified in (v) and (vi) above.

(viii) methods and timing to engage with owners and occupiers whose access is directly affected;

~~(vi)~~(ix) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities;

~~(vii)~~(x) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.

(xi) A record of the engagement undertaken with those listed in (v) and (vi) above, including summaries of feedback and any response given or action taken by the Requiring Authority as a result of that feedback.

(d) any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.

Site-specific conditions

430. Several submitters have requested that site-specific conditions (i.e. naming specific properties or parties and/or identifying site-specific concerns) are attached to the NoR.
431. We do not consider site-specific conditions are necessary for the following reasons:
- We accept that the conditions offered by the RA (which are heavily reliant on management plans) are largely outcome based. This approach is appropriate in our view given the route protection purpose. Site-specific conditions may prove useful for addressing anticipated issues, but we find it difficult to recommend specific conditions when the design details of the Project are not available and the extent of the NoR is based off a 'concept' level of design. If through detailed design, conflicts arise between the Project and a property, these issues are expected to be addressed through the management plan with a focus on the objectives of that plan;
 - For submitters seeking site-specific conditions (whom are all directly affected), given that land is required (for permanent or temporary occupation), NZTA has to at some point engage with the landowner and also undertake negotiations under the PWA to gain access to the land and to address compensation. The property will not be 'lost' in the process;
 - We are uncertain as to what potential benefit there is in having site-specific conditions over having none at all. With the outcome-based management plan approach, we do not consider better treatment will result for any property or party named in a site-specific condition; and
 - We do not consider that there are site-specific issues that cannot either be addressed through the PWA or through the proposed conditions (in terms of outcomes for each relevant effect).
432. We note that we have strengthened the conditions around communication and engagement with stakeholders.

Review of designation

433. Several submitters have requested conditions requiring the regular reviews of the designation (pre-construction) for the purpose of demarcating temporary and permanent designation boundaries, as well as removal of any extents of the designation no longer required.
434. The RA has offered a post-construction designation review condition which we support. We do not recommend any pre-construction reviews of the designation because it is our understanding that detailed design (which will confirm the temporary and permanent boundaries) will only occur after funding has been secured. Prior to this time, we are unsure what benefits regular reviews will generate.

Project Information condition

435. As noted above, the uncertainty associated with the extended lapse date is to be partly managed through ongoing communication through project website.

436. We consider that additional updates and information would be helpful to property owners, and that they should be directly notified when funding is secured for the Project. While there is likely to still be a period of time between when funding is secured to when detailed designs starts, and to the confirmation of a specific date for the commence of construction, it does mark the beginning of when the Project might become more active. We therefore recommend that the condition is amended to give directly affected property owners and occupiers written notice when the project has secured funding.
437. In addition, we recommend the following amendments to the condition:
- Given the reliance on the website, or equivalent virtual information source for information, we recommend it be established as soon as reasonably practicable, and within 6 months of the inclusion of the designation in the AUP; and
 - We recommend that the timeframes for detailed design for the Project be communicated through the project website or equivalent, given that like construction, it is a notable project milestone.
438. For all five NoRs, the wording of the amended condition is set out below:

Project Information

(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. ~~within 12 months of the date on which this designation is included in the AUP.~~ All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established and when funding is secured for the Project. The project website or virtual information source shall include these conditions and shall provide information on:

- (i) the status of the Project;
- (ii) anticipated detailed design and construction timeframes for the Project;
- (iii) contact details for enquiries;
- (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation;
- (v) a subscription service to enable receipt of project updates by email; and
- (vi) when and how to apply for consent for works in the designation under section 176(1)(b) of the RMA.

(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.

Summary

439. Overall, we conclude that the NoRs have had significant adverse effects on the land affected from the time that they were served on Auckland Council. This is because of the restrictions imposed upon the land. While we acknowledge that the directly affected

property can continue (unchanged) to be used prior to construction, anyone (other than the requiring authority) is restricted from carrying out work on designated land that would prevent or hinder the designated work (unless the RA provides written consent).

- 440. We agree with the AEE that the PWA is a recognised mechanism for dealing with potential property impacts arising from public works, and that financial compensation will be provided as remedy for impacts on land and business operations. However, the issue remains that there is likely to be a lengthy period between the time when a designation is included in the AUP (if confirmed) and when land is taken (or when powers related to a public work is exercised).
- 441. Section 6.6.1 of this report considers lapse dates and the effects on this on land use and property owners. Our recommendations in that section are applicable here, and we reiterate that a shorter lapse period will go some way to addressing submitters' concerns regarding property/business impacts.
- 442. We have recommended amendments to the Project Information condition and SCMP condition to provide more certainty and information for the public and directed affected parties. We consider that these measures, in addition to the recommended reduced lapse period, are appropriate for reducing the potential effects of the NoR on property and land use.

6.6.14 Effects Conclusion

- 443. Overall, we consider that the actual and potential adverse effects of the NoRs have been adequately described, and helpful responses provided in response to further information requests. Based on the Council specialist assessments received and subject to additional or amended conditions, we conclude that most of the adverse effects of the five NoRs on the environment can be adequately avoided, remedied, managed or managed to a minor and acceptable degree, subject to recommended changes.
- 444. We do not consider that the significant adverse effects on Notable Trees (due to the battering to the north of the widened traffic lanes and SUP) can be adequately remedied or mitigated, even with the conditions being imposed for the NoRs.
- 445. In terms of effects on property and land use for the five NoRs, we consider that a lengthy lapse period has a range of effects on those persons directly affected by the NoRs. While we have recommended conditions to better mitigate these effects, it is our view that the long-term restrictions on the land cannot be managed with great certainty for the landowners. We note that most of the land directly affected by the NoR is not zoned FUZ, and therefore landowners (in the residential, business and rural zones) have high levels of certainty as to what they are permitted to do on their property into the future. Being subject to a designation does change this outlook. We acknowledge that if the NoRs were not lodged now, uncertainties for the landowners would persist as this Project has been signalled for some time, and at least the extent, potential timing and more details of the Project is now available.
- 446. Overall, it is our view that the effects on notable trees remains significant even with amended conditions and the effects on property and land use for all five NoRs is

considered to be more than minor, largely due to the lengthy lapse date. However, we consider that the positive effects of the Project outweighs these adverse effects as it would be difficult to argue that the benefits of the Project are not critical in providing for the social, economic and community well-being of the Auckland Region. We acknowledge that large and complex infrastructure cannot at times avoid, mitigate or remedy effects on the environment but are instead defined by the positive effects they generate.

7. Assessment Against Section 171 and Part 2 of the RMA

7.1 National Policy Statements

447. Section 171(1)(a)(i) requires the council, subject to Part 2, to consider the effects on the environment of allowing the NoR, having particular regard to any relevant provisions of a national policy statement. The following national policy statements are considered to be relevant to the five NoRs:

- National Policy Statement on Urban Development 2020 (Updated May 2022) (**NPS-UD**);
- National Policy Statement on Freshwater Management 2020 (**NPS-FM**);
- National Policy Statement on Indigenous Biodiversity 2023 (**NPS-IB**), and
- National Policy Statement – Highly Productive Land 2022 (**NPS- HPL**).

7.1.2 National Policy Statement on Urban Development 2020 (Updated May 2022) (NPS-UD)

448. The NPS-UD has the primary objective of ensuring that New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future⁷. This also includes, among other things, improving housing affordability by supporting competitive land and development markets and ensuring that urban environments are integrated with infrastructure planning and funding decisions.⁸ The NPS-UD also requires that local authorities must be satisfied that additional infrastructure to service the development capacity is provided and likely to be available in addition to being resilient to the current and future effects of climate change.⁹

449. The RA has assessed the Project against the relevant provisions of the NPSUD in Table 11-2 of the AEE. In summary, the RA finds that the Project will give effect to the NPS-UD because:

- the Project enables the provision of necessary infrastructure to support planned urban development in the South of Auckland;

⁷ NPS-UP Objective 1

⁸ Ibid Objective 6

⁹ NPS-UD Section 2.2 Page 10

- route protection will ensure infrastructure is integrated with future land use and existing/future transport infrastructure, while also providing certainty in terms of securing funding;
- The proposed SUP will provide for active modes of transport, which supports efforts to reduce greenhouse gas emissions by reducing reliance on vehicle usage;
- the proposed infrastructure will be designed to be resilient to the effects of climate change; and
- the proposed infrastructure will enhance the efficiency of the motorway network and divert traffic away from the local road network to better support growth aspirations. This will positively contribute to quality urban environments and enable intensification.

450. We concur with these conclusions and consider that the NoRs will support and enable future growth proposed in the south of Auckland, encourage mode shift to active modes of transport, and fulfil an essential component of the future transport network.

451. We note that the ULDMP condition will manage how the NoRs will integrate with urban growth and the surrounding environment, at the time the Project is implemented. We have recommended several amendments to the ULDMP condition, and to other conditions, to better contribute to the attainment of a well-functioning urban environment.

452. It is our view that the five NoRs are consistent with the policy intent of the NPS-UD.

7.1.3 National Policy Statement on Freshwater Management 2020 (NPS-FM)

453. The NPS-FM sets out the statutory framework for the management of freshwater. It requires that natural and physical resources are managed in a way that prioritises the health and well-being of water bodies and freshwater ecosystems, followed by the health needs of people and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

454. The NPS-FM sets out the policy framework for the NES-F and provides direction for local and regional authorities about how they must carry out their responsibilities and functions in managing freshwater.

455. The AEE (in Table 11-1) has identified the NPS-FM as being relevant to the project but no assessment against the relevant provisions of the NPS-FM seems to have occurred. However, the Ecological report has noted that assessments were undertaken to determine whether potential wetland areas met the definition of a 'natural inland wetland' under the NPS-FM. Classification and assessment of the value of streams were also undertaken in the Ecological report. The Ecological Report states that detailed assessments of wetlands and streams were not undertaken given that they are likely to be regional matters.

456. The AEE states at Section 11.2.1:

Through the development of the Project, we have sought to avoid or minimise impacts on a range of high value ecological areas including high value wetlands, and streams, and will be further addressed through the application regional resource consents.

457. Further at Section 11.2.3:

NZTA have partnered with mana whenua throughout the development of the P2B project to identify areas and matters of cultural significance and incorporate this as part of the alternatives assessment process. This has included avoiding SEAs, and avoiding or minimising impact on wetlands and streams, reducing impacts on the Hingaia Stream and Ngaakooroa Stream and ensuring that construction management plans will be in place to protect water quality and any previously unrecorded items of cultural heritage encountered.

458. Overall, we consider that the consistency of the NoRs with NPS-FM can be addressed through further consents under the NES-F if required.

7.1.4 National Policy Statement on National Policy Statement on Indigenous Biodiversity 2023 (NPS-IB)

459. Section 11.1 of the AEE addresses the NPS-IB in Table 11-2.

460. The purpose of the NPS-IB is to protect and maintain indigenous biodiversity across Aotearoa New Zealand by setting clear and consistent criteria for identifying and managing indigenous biodiversity across different districts and regions.

461. The NPS-IB requires the identification of Significant Natural Areas (SNA's) in Council's planning documents and their consideration where they are affected by subdivision, use and development. Although it would appear that infrastructure that is necessary to support housing development, that is included in a proposed or operative plan or in a future development strategy or spatial plan, in an urban environment, must 'manage' rather than 'avoid' adverse effects on identified SNA's.

462. Council is still considering its requirements and the approach required to give effect to it. However, it is noted that the current AUP identifies Significant Ecological Areas and the criteria used to establish these was likely similar to that required under the new NPS-IB to identify SNAs.

463. The AEE has also noted that while the NPS:IB has not been given effect to in the AUP:OP at the time the NoRs were lodged, the policy directions relating to biodiversity in the NPS:IB and AUP:OP shows strong alignment and consistency:

... many of the policy directions in the NPS: IB are already contained within the AUPOP and in relation to large scale infrastructure projects there is not a notable change in policy direction. The assessment of the project against the NPS: IB is therefore substantively similar to the assessment against the corresponding AUPOP provisions.

464. The AEE concludes that the NoRs are consistent with the NPSIB for the following reasons:

- *In areas where indigenous species are to be removed for the development of the Project, as DP matters, replacement planting will be implemented to maintain indigenous biodiversity in the environment.*
- *Once operational, the proposed new stormwater quality treatment devices will also achieve the same objectives and policies of the NPSIB.*
- *The Project is committed to preserving indigenous biodiversity through the implementation of mitigation measures. To establish an ecological baseline, pre-construction ecological surveys will be conducted in all NoR areas. These surveys aim to determine the presence of threatened species within the project area and, if identified, take necessary steps to mitigate any potential adverse effects on these species. This will be achieved through the adoption of Ecological Management Plans (EMPs) specifically tailored for long-tailed bats, birds, and/or lizards.*
- *Future assessment of the Project at the regional consenting phase will require assessment against relevant policies.*
- *The Project has foremost sought to avoid areas with high or significant biodiversity and ecological values where practicable, through consideration of ecological constraints through the alternatives assessment and design refinement process (as detailed in Appendix K). This has included SEAs and other areas of high value indigenous vegetation or habitat.*

465. In terms of identified indigenous biodiversity within the NoR, the Ecology reports states:

Overall, the terrestrial vegetation within the broader Project area comprises predominantly planted and exotic vegetation, with limited native vegetation present. Two vegetation areas identified as Significant Ecological Areas (SEA) are present within the Project footprint, however these areas will be avoided.

466. Mr Andrew Rossaak, Council's ecology specialist concurs with the NoR's description of the current ecological values, having assessed that the methodologies, standards and guidelines used to assess ecological values are, generally, appropriate. Mr Rossaak generally concurs with the measures put forward by the RA to address the identified effects but has recommended several amendments to the conditions to address what he considers as 'technical exceptions'.

467. Overall, we consider that the NoRs are likely to be consistent with the NPS-IB.

7.1.5 National Policy Statement on Electricity Transmission ('NPS-ET')

468. The NPS-ET endeavours to recognise and provide for the significance of the electricity transmission network, by facilitating the operation, maintenance and upgrade of the network whilst managing adverse effects of the network and managing adverse effects of other activities on the network.

469. The NPS-ET has a singular objective, which states:

To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission

network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- managing the adverse environmental effects of the network; and*
- managing the adverse effects of other activities on the network.*

470. The objective is supported by fourteen policies of which the AEE identifies policies 1 and 10 as being most relevant to the Project.
471. The RA has assessed the Project against the NP-SET objective, and policies 1 and 10 in the AEE, stating:

The National Grid and associated infrastructure have been protected from incompatible development, through the ongoing engagement with Transpower during the design of the Project. The feedback from this engagement has been a significant factor in the development of the design options (process detailed in Appendix K). This is foremost relevant at the Drury South Interchange (NoR 5), where the proposed Drury South Interchange Connections interfaces a Transpower Substation. Great consideration has been given to the avoiding and managing adverse effects on the effective operation of this site.

At locations within NoR 2 and 5 there is vertical clearance constraints by the transmission lines. As outlined in Section 9, the design has been informed from engagement with Transpower which has been developed to provide adequate clearance to the lines. These details will be agreed with Transpower during the detailed design.

The Network Utility Management Plan (NUMP) condition sets out a framework for protecting, relocating and working in proximity to existing network facilities. In addition, the Project will adopt the previously used Transpower NoR conditions, which have been developed in conjunction with Transpower, across previous stages of the Project, and each NoR will require the use of an Electricity Infrastructure Management Plan (EIMP), to ensure the proposed works can be undertaken safely within proximity of the transmission lines

At detailed design, and through the implementation of the NUMP proposed as a condition of the designation, ongoing engagement will be undertaken with Transpower to confirm working room clearance around the 220kV lines during construction. Any potential adverse effects on the National Grid can be managed appropriately.

472. The Electricity Transmissions Designation 8521 and National Grid Corridor Overlay are located within the extent of NoRs 1,2, 4 and 5. The AEE states that the location of the Transpower Substation site located immediately northeast of the proposed Drury South interchange has been a constraining factor for the design of the interchange. **Figure 9** below shows the location of the substation in relation to NoR 2 and NoR 5.



Figure 9: Transpower Substation

473. The Assessment of Alternatives Report states that Transpower has been engaged regarding the design options at Drury South. The report states that Transpower's main concerns at the time were:

- *Avoid limiting the future development potential of the Transpower site, and*
- *Avoiding adverse flood impacts on the site.*

474. The Assessment of Alternatives Report goes on to say that the findings of a detailed flood model were shared with Transpower.

475. The Assessment of Alternatives Report presents Options 2020-1 and 2020-2 in terms of the location and concept design of the Drury South Interchange. The report states that Option 2020-1 sat further south than the DBC design to eliminate any need for acquisition of Transpower land. Option 2020-1 ended up as the preferred option.

476. The concept design of the Drury South Interchange was developed in further detail later on, taking into account a key risk associated with the impact on the flood plain and flood storage and having particular regard to the Transpower site. A refined option (Option 2023-1) was developed and adopted as the preferred option:

Review and assessment of the proposed flood compensation area indicated that refinement of the design to shift the interchange to the north would reduce flood

impacts on the immediate development areas. Any shift of the interchange to the north would impact on the Transpower substation property.

Engagement with Transpower was undertaken to understand the optimum location of the interchange balancing impacts on flood plain with encroachment into the Transpower site. Based on feedback received, a refined option was developed Option 2023-1 illustrated in Figure 5-6 below.

477. It is noted that the Transpower Substation designation (ID 8521) will pre-date the Project, and NZTA will require S176A approval from Transpower prior to construction works.
478. NZTA has offered a suite of conditions to mitigate effects during construction and operation of the Project on the National Grid:
- each NoR will include a NUMP which sets out a framework for protecting, relocating and working in proximity to existing network facilities;
 - the adoption of the previously used Transpower Conditions, which have been developed in conjunction with Transpower, across previous stages of the Project;
 - each NoR will require the use of an Electricity Infrastructure Management Plan (EIMP), to ensure the proposed works can be undertaken safely within proximity of the transmission lines; and
 - Network Utility Operators with existing infrastructure located within the designation will not require written approval under Section 176 of the RMA for certain works (such as maintenance and urgent repair works).
479. Transpower has lodged submissions on the five NoRs. We have addressed their submission in Section 6.6.12 of this report. We note that Transpower acknowledges the engagement undertaken between Transpower and NZTA during the development of the proposal over recent years, and that engagement will continue into the detailed design phase of the Project.
480. Transpower also states in their submission that aspects of the Project, which have the potential to result in adverse effects on Transpower's national Grid assets, can be addressed through the designation conditions offered by the RA, which were developed in conjunction with Transpower. On this basis we agree with the RA that the Project is consistent with the NPS-ET.

7.1.6 National Policy Statement – Highly Productive Land ('NPS- HPL')

481. An assessment of the NoR against the relevant objectives and policies of the NPS-HPL is provided in Section 11.1 of the AEE. The AEE states that the NPS-HPL is only relevant for NoRs 2, 3 and 5 given that they traverse land meeting the criteria of highly productive land.
482. The NPS-HPL has a single objective, which is to protect highly productive land for use in land based primary production both now and for future generations. The NPS-HPL requires regional councils to map highly productive land in the regional policy

statement. This has yet to be completed by Auckland Council. Until such time as that occurs, the definition of highly productive land includes land that is zoned general rural or rural production and is classified LUC 1 – 3 land.

483. The NPS-HPL contains 9 policies to implement the objective and in this case, the following policies are particularly relevant:

- Policy 1: Highly productive land is recognised as a resource with finite characteristics and long-term values for land-based primary production.
- Policy 4: The use of highly productive land for land-based primary production is prioritised and supported.
- Policy 8: Highly productive land is protected from inappropriate use and development.

484. The combination of these policies set a high threshold for protection of highly productive land.

485. However, the NPS-HPL also recognises limited circumstances where the use or development of highly productive land is exempted from Clause 3.9(1) (i.e. the requirement to avoid inappropriate use or development on highly productive land that is not land-based primary production). This includes the following exception for designations or NoRs in Clause 3.9(2)(h):

(2) A use or development of highly productive land is inappropriate except where at least one of the following applies to the use or development, and the measures in subclause (3) are applied:

...

(h) it is for an activity by a requiring authority in relation to a designation or notice of requirement under the Act

486. While the exemption in clause 3.9(2)(h) applies to the NoR, the requirements of subclauses (3)(a) and (3)(b) of Clause 3.9 still need to be met.

Clause 3.9(3)(a) – minimise or mitigate loss of highly productive land

487. The AEE did not give specific consideration to clause 3.9(3), which require measures be taken to ensure that the use or development of highly productive land minimises or mitigates any actual loss or potential cumulative loss of the availability and productive capacity of highly productive land in the district. The AEE does broadly say that:

- the infrastructure does not preclude the balance of the HPL being used by land-based primary production;
- the Project is not expected to significantly erode or fragment highly productive land; and
- adverse effects of the Project on adjacent highly productive land will be appropriately mitigated.

488. We are unsure of what measures the RA has undertaken, or is proposing, to either mitigate or minimise any actual or potential cumulative loss of highly productive land. We presume that the boundary of the NoR in some areas can be drawn back once

the construction has been completed, thus reducing the amount of productive land lost. Given the linear nature of the Project, and the need to align with existing and proposed transport projects, we acknowledge that options are limited in this respect particularly as the existing SH1 likely already traverses areas of highly productive soils.

Clause 3.9(3)(b) – reverse sensitivity

489. Given that the transport corridors are not sensitive receivers, we do not consider that there are any reverse sensitivity effects on land-based primary production activities in the vicinity.

Summary

490. Given that the NoR falls within at least one of the exceptions listed under clause 3.9(2), we consider that the NoR is a use or development of HPL land which is not inappropriate.
491. We invite the RA to address what measures has been undertaken in regard to clause 3.9(3)(a) of the HPL.

7.2 Regional Policy Statement (RPS) (Chapter B of AUP-OP)

492. The RPS sets the strategic direction for managing the use and development of natural and physical resources throughout Auckland. The RA has assessed the Project against the relevant provisions of the RPS in Section 11.1 and Table 11-2 of the AEE. The following sections of the RPS are considered relevant to the NoRs:
- B2 - Urban growth and form
 - B3 - Infrastructure, transport and energy
 - B4 - Natural heritage
 - B6 – Mana Whenua
 - B7 - Natural resources
 - B9 - Rural environment
 - B10 - Environmental risk
493. In summary, the NZTA conclude that the NoRs will give effect to the RPS because the NoRs will support and provide for:
- growth in the south of Auckland by protecting improved and new transport corridors which are an integral part of the Southern Strategic Network, consistent with the relevant objectives and policies in B2.2;
 - functional spaces with the opportunity for amenity planting within/next to the corridors and preserving existing natural assets (where practicable), consistent with the relevant objectives and policies in B2.3;
 - improvements to the efficiency of SH1 by increasing capacity and reducing travel times, which is anticipated to enhance the overall performance of the motorway network, consistent with the relevant objectives and policies in B3.2;

- a wide range of transport benefits for the community, including provision of facilities that support mode shift and achieving efficiencies in freight movements, consistent with the relevant objectives and policies in B3.2 and B3.3;
- recognition of the national significance of the National Grid by appropriately managing any potential adverse effects to ensure its operation is not compromised, consistent with the relevant objectives and policies in B3.2;
- the recognition of mana whenua involvement and values via the partnership agreements with mana whenua and their active involvement in the development and decision making on the form of the proposed transport corridors; and by avoiding wāhi tapu and other taonga where possible, in order to avoid potential adverse impacts on sites of significance, consistent with the relevant objectives and policies in B6.2 and B6.3;
- the protection and enhancement of indigenous biodiversity and ecological values by avoiding areas with high or significant biodiversity and ecological values where practicable, and through the adoption of EMPs specifically tailored for long-tailed bats, birds, and/or lizards, consistent with the relevant objectives and policies in B7.2 and B7.4; and
- the management of the flood impacts of the Project by avoiding or minimising adverse effects on areas susceptible to natural hazards, and where the Projects are required in these areas, managing potential effects through the conditions framework to not increase the flood risk to people and property, consistent with the relevant objectives and policies in B10.2.

494. We generally agree with NZTA's assessment of the RPS provisions subject to amendments to conditions as recommended and the implementation of the management plans and processes proposed as part of the NoRs.

7.3 Auckland Unitary Plan (Operative in Part) (AUP-OP) – Chapter D Overlays

495. NoRs 1-4 are subject to the following overlays in the AUP:

- D1: High Use Aquifer Management Areas Overlay [rp]
- D2: Quality-sensitive Aquifer Management Areas Overlay [rp]
- D3: High-use Stream Management Areas Overlay [rp]
- D9: Significant Ecological Areas Overlay [rcp/rp/dp]
- D13: Notable Trees Overlay [dp]
- D17: Historic Heritage Overlay [rcp/dp]
- D26: National Grid Overlay [dp].

496. NoR 5 is subject to the following overlays in the AUP:

- D1: High Use Aquifer Management Areas Overlay [rp]
- D2: Quality-sensitive Aquifer Management Areas Overlay [rp]
- D3: High-use Stream Management Areas Overlay [rp]

- D26: National Grid Overlay [dp].
497. Where the objectives and policies of an overlay are managed under the district plan section in the AUP, and the rules relate to District land use, the AEE and specialist reports have assessed the potential effects of the Project against the policy intent of the overlay.
498. Most of the overlays relevant to NoR 1-5 contain objectives, policies and rules that apply to the regional plan in the AUP. Therefore, future regional consents may be required for any proposed works within the overlays that contravene any regional rule.
- 7.4 Auckland Unitary Plan (Operative in Part) (AUP-OP) – Regional Plan Provisions**
499. As discussed in the AEE, a designation is still subject to the regional provisions of the AUP, and regional consents, if triggered, will be required to authorise activities under the control of the regional plan of the AUP. The AEE notes that once detailed design of the Project has concluded, any such matters will be addressed at that time.
500. Some of the technical reports supporting the NoR have provided comments on the regional provisions where these have influenced the concept design and the designation footprint of the Project.
501. We consider that the following Auckland-wide provisions may be relevant in the future for the Project:
- E3 Lakes, rivers, streams and wetlands
 - E8 Stormwater - Discharge and diversion
 - E9 Stormwater quality - High contaminant generating car parks and high use roads
 - E10 Stormwater management area - Flow 1 and Flow 2
 - E11 Land disturbance - Regional
 - E15 Vegetation management and biodiversity
 - E26 Infrastructure
 - E30 Contaminated land
502. It would be difficult for us to determine whether the Project could have been designed in a manner that would better meet the objectives and policies of the regional provisions, given the concept level of design at this stage and the potential state of the future environment prior to construction, could be many years away. We acknowledge that due to the linear nature of the infrastructure, some effects on watercourses, stormwater and riparian vegetation might be unavoidable.
503. Our experts have generally concluded that regional matters such as on ecology and stormwater can be managed through future regional consents if required.
504. Overall, we consider that any regional consenting requirements can be confirmed at the detailed design stage and future consenting requirements will determine the assessments required against the regional plan of the AUP.

7.5 Auckland Unitary Plan (Operative in Part) (AUP-OP) – District Plan Provisions

505. NZTA have highlighted that the only activities authorised by the proposed designation would be those at the district plan level. As such, the AEE and supporting specialist reports are focused on matters that trigger district plan consenting requirements.
506. Aside from the matter of Notable Trees, we generally agree with the assessment undertaken of the NoRs against relevant District Plan Provisions in the AEE, and also in the supporting specialist reports. Where we have considered there is a potential issue, we have addressed this in Section 6.0 of this report where much of the matters covered by the 'district plan' portion of the AUP have been canvassed. Where necessary, we have also recommended amendments to conditions as set out in **Appendix 5**.

7.6 Alternative Sites, Routes or Methods – Section 171(1)(b)

507. Section 171(1)(b) of the RMA requires that when considering a NoR, the territorial authority must, subject to Part 2 of the RMA, consider the effects on the environment of allowing the designation. In so doing it must have particular regard to whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work. A consideration of alternatives under section 171(1)(b) is only obligatory if:

(a) the requiring authority does not have an interest in the land sufficient for undertaking the work; or

(b) it is likely that the work will have a significant adverse effect on the environment

508. NZTA does not have an interest in all the land subject to the NoR, and we consider that all five NoRs will result in significant effects. As such, the adequacy of the consideration of Section 171(1)(b) by the RA is relevant.
509. The assessment of alternatives undertaken by the RA is discussed in Section 5 of the AEE and in the Assessment of Alternatives report (Appendix K to each of the NoR applications) and briefly summarised below.
510. The AEE discusses the inception of the Project:

The need for the Project was first identified in the Transport for Future Urban Growth Programme Business Case (PBC) in 2016, which was later followed by the Papakura to Bombay Detailed Business Case (DBC) in 2018.

511. Informed by the finding of the DBC, the AEE states that the Project has adopted the following basic design requirements for the Project:

Improvements to the SH1 Corridor, including:

- *Six general traffic lanes (with provisional space for a shoulder)*
- *Design to accommodate 110 km/h design speed*
- *Shared user path (western side of the SH1 corridor), and;*
- *Swales and wetland treatment train (100% treatment of impervious surfaces, full scale wetlands).*

Upgrade or construction of interchanges and structures:

- *Drury South: new over-pass with roundabout,*
 - *Ramarama Interchange: modified roundabout with ramp signals,*
 - *Bombay interchange: signalised interchange with northbound signals, and;*
 - *Mill Road Bridge: alter both abutments to allow realignment of the road beneath the Bombay Interchange.*
512. The AEE states that for the three alterations to existing designations, given that much of the works will exist within the existing designated areas, a detailed assessment of alternatives was not considered necessary.
513. In contrast, a detailed assessment of alternatives process (including the use of a Multi-Criteria Assessment) addressed the following aspects of the Project, given that they were proposed mostly on land the RA did not have sufficient interest in, and where there was potential significant adverse effects on the environment:
- *Drury South Interchange,*
 - *Drury South Interchange Connections – Eastern Connections,*
 - *Drury South Interchange – Transpower Substation Site,*
 - *Ramarama Interchange (Ararimu Over-Bridge), and;*
 - *St Stephen’s School Driveway.*
514. We consider that an adequate consideration of alternatives has been undertaken for the above aspects of the Project. We acknowledge that there are limited options in terms of alternative sites and routes for this Project, given that the Project involves alterations to existing designations and the construction of linear corridors, with the express purpose of aligning with future corridors and identified areas of growth.
515. Our key question was how the ‘basic design requirements’ came about and whether a sufficient assessment of alternatives was undertaken in relation to these requirements. For example, the requirement that the SUP was to be located on the western side of SH1.
516. We found that the Assessment of Alternatives Report provides an account of the methodology and process undertaken prior to any decision being made on these ‘basic design requirements’. It is our understanding that the DBC has undertaken a design options development and MCA assessment to arrive at the basic set of design requirements which the entire P2B project has adopted in preparing the concept design for the NoRs. This is set out in the **Figure 10** below.

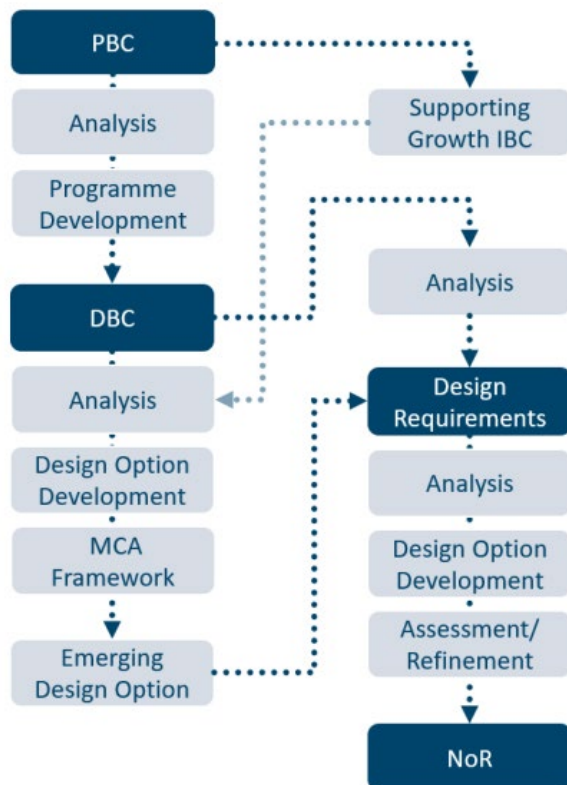


Figure 10: Alternatives assessment methodology for the Project

517. We consider that the information supplied demonstrates that the RA has satisfied the requirements of section 171(1)(b), in that adequate consideration has been given to alternative sites, routes, or methods of undertaking the work.

7.7 Reasonable Necessity for Work and Designation – Section 171(1)(c)

518. Section 171(1)(c) provides that when considering a NoR the territory authority must have particular regard to:

(c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought.

519. We understand that the threshold of “necessary” has been described as falling between expedient or desirable on the one hand, and essential on the other.¹⁰ To elevate the threshold test to the “best” site or option would depart from the everyday usage of the phrase “reasonably necessary” and significantly limit the capacity of requiring authorities to achieve the sustainable management purpose.¹¹

520. The RA has set out its project objectives in Section 3.2 of the AEE.

521. Section 6 of the AEE provides several reasons for why each of the NoRs are reasonably necessary for achieving the objectives of the RA. The AEE broadly states:

The need for the construction of Stage 2 is driven by urban growth and general development, especially in south Auckland and northern Waikato. The improvements

¹⁰ Queenstown Airport Corp Ltd v Queenstown Lakes District Council [2013] NZHC 2347, para [94].

¹¹ Queenstown Airport, para [96].

associated with the Drury South Interchange, the interchange connections and SH1 north to Drury interchange are largely driven by urbanisation and urban growth in Drury, Pukekohe and south Auckland.

522. Section 5.4 of the AEE has also concluded that the designation mechanism is the most appropriate planning mechanism and is reasonably necessary for achieving the objectives of the RA.
523. We concur with the AEE that the Project and the designation are reasonably necessary to achieve the objectives of the RA.

7.8 Any Other Matter – Section 171(1)(d)

524. Section 171(1)(d) provides for the consideration of any other matters that may be relevant to the determination of the NoR. The reference at s171(1)(d) to ‘any other matter’ is qualified by the words ‘reasonably necessary’.
525. The requiring authority has provided an assessment against a range of other legislation, central government and local government plans, strategies and policies in section 11.1.1 of the AEE. This includes the following:
- Government Policy Statement on Land Transport for 2021/22 – 2030/31
 - The Thirty-Year New Zealand Infrastructure Plan 2015
 - Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009
 - Resource Management (National Environmental Standards for Freshwater) Regulations 2020
 - Auckland Plan 2050
 - Auckland Future Development Strategy 2023 - 2053
 - Auckland Regional Land Transport Plan 2018 – 2028
526. We generally concur with the assessments and conclusions of the AEE on ‘Any Other Matter’ under Section 171(1)(d). We provide some further commentary on the FDS below to set out the key differences between it and the FULSS.

7.8.1 Future Development Strategy 2023 - 2053

527. The FDS identifies the sequencing and timing of future urban land over the next 30 years to meet the Council’s obligations to provide for growth. The strategy also recognises the need for certainty due to the long lead in times required to plan for and fund bulk infrastructure to support growth.
528. Auckland Council is required to update the FDS under the NPS-UD. The FDS replaced the Development Strategy (2018) and the Future Urban Land Supply Strategy (2017) but remains part of the Auckland Plan 2050.
529. The FDS largely follows the quality compact approach Auckland Council has been pursuing since the first Auckland Plan, and the approach in the current Development Strategy. It mostly contains refinement of concepts and approaches in recognition of known problems related to Auckland’s growth and development.
530. The strategy has two major changes from previous strategies:

- A much stronger focus on adaptation, particularly in relation to flooding hazards and the protection of life and property; and
 - A greater recognition of the financial challenges facing Auckland Council and ratepayers, giving the development sector clear signals about these constraints and when council is likely to be able to invest in infrastructure and services in respective areas, particularly in greenfield bulk infrastructure. The aim is to give the sector as much certainty as possible for their own planning, but also a 'pathway' for development that wishes to proceed earlier.
531. The key changes from the FULSS 2017 in terms of the southern areas of Drury-Opaheke and Pukekohe-Paerata are:
- Strategic direction to remove parts of Drury-Opaheke from the future urban areas that are most constrained by natural hazards;
 - Areas of Drury-Opaheke are 'red flagged' to ensure specific requirements are met before development occurs;
 - Extended the timeline for development in Drury to 2035+;
 - Extended the timeline for Paerata South to 2035+ and Paerata West to 2040+;
 - Extended the timeline for Pukekohe East and Pukekohe Southwest to 2035+;
 - Extended the timeline for Pukekohe Northeast, Pukekohe Southeast and Pukekohe Northwest to 2040+; and
 - Introduced infrastructure prerequisites which are linked to the development readiness of areas.
532. The adoption of the FDS is of relevance to the consideration of the NoRs in that the NoRs will support significant areas of planned growth in the FDS. The planned development of the southern areas was previously informed by FULSS, but with the FDS now in place, there has been a revision of the planned timing in the anticipated development timing of areas.

7.9 Designation Lapse Period Extension – Section 184(1)(c)

533. Section 184 of the RMA states that designations lapse within five years, if not given effect to, or an extension has been obtained under Section 184(1)(b), or unless the designation in the AUP sets a different lapse period under Section 184(1)(c).
534. The RA has requested 20-year lapse periods for NoR 4 and NoR 5.
535. Section 184 of the Act gives discretion to alter the lapse period for a designation from the default 5 years. The Environment Court decision in *Beda Family Trust v Transit NZ* A139/04 makes the following statement on the exercise of that discretion in considering a longer lapse period:

The decision has to be exercised in a principled manner, after considering all of the circumstances of the particular case. There may be circumstances where a longer period than the statutory 5 years is required to secure the route for a major roading project. Such circumstances need to be balanced against the prejudicial effects to directly affected property owners who are required to endure the blighting effects on their properties for an indeterminate period. The exercise of the discretion needs to be underlain by fairness.

536. Our position on the lapse dates is set out in Section 6.6.1 of this report. Having considered the reasons provided by NZTA for the lapse periods and balancing them against the potential prejudicial effects to directly affected property owners, we do not support the proposed 20-year lapse dates for these NoRs but we support a reduced 15 year lapse period for the NoRs. In our view, the reduced lapse period would better align with the current FDS sequencing.

8. Part 2 of the Resource Management Act 1991

8.1 Section 5 of the RMA

537. The purpose of the RMA is set out in Section 5(1) which is: to promote the sustainable management of natural and physical resources.

538. Sustainable management is defined in Section 5(2) as:

...managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

539. An assessment under section 5 is provided by NZTA in Section 11.2 of the AEE, which also takes into consideration Sections 6 - 7 of the RMA in drawing its conclusion. We largely agree with the assessment provided, subject to the recommended changes to the conditions and further information and/or assessment clarification sought in this report.

540. It is our view that the five NoRs will result in adverse effects on property/business. A suite of measures has been offered by the RA to avoid, remedy or mitigate the adverse effects. Having recommended several amendments to these measures, and when considering the significant local and regional benefits of the Project, we consider that the effects can be appropriately managed and the five NoRs will achieve the purpose of the RMA.

541. We noted in Section 6.6.9 of this report that the effect of removing notable trees was considered to be significant. It simply does not accord with the management approach set out in the AUP to propose the removal of such trees without a rigorous and meticulous assessment of the existing trees, along with efforts to avoid removal in the first instance.

542. Ultimately though, we consider that the Project would still achieve the purpose of the RMA, being the sustainable management of natural and physical resources despite its significant effects on Notable Trees. We are unable to come to any other conclusion

given the provision of a such a significant piece of community infrastructure with extensive benefits for the Auckland Region. We agree with the AEE that once operational, the Project will enable people and communities to provide for their social and economic wellbeing and will provide significant long-term transport, community and productivity benefits for the region.

8.2 Section 6 of the RMA

543. Section 6 of the RMA sets out the matters of national importance which must be recognised and provided for. An assessment of the five NoRs against Section 6 is provided in section 11.2.1 of the AEE and in Table 11-5. This is reproduced below. We agree with this assessment.

Matters of national importance	Assessment
<i>(a) The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development</i>	<p>The Project is not located within the coastal environmental. Adverse effects on natural character values have largely been avoided or minimised through the alternatives assessment process for stream and wetland environments.</p> <p>This matter is most relevant to the Project Areas surrounding the Hingaia Stream and Ngaakooroa Stream.</p> <p>Where the levels of effect were assessed to be moderate, suitable mitigation has been developed.</p>
<i>(c) The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna</i>	<p>Through the development of the Project, we have sought to avoid or minimise impacts on a range of high value ecological areas including high value wetlands, and streams, and will be further addressed through the application regional resource consents.</p> <p>Of note the Project will avoid SEAs.</p>
<i>(e) The relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga</i>	<p>Mana Whenua have been adequately engaged with throughout the P2B project.</p> <p>To minimise potential adverse, the Project respects and values the relationship between Mana Whenua and the natural and cultural resources within the project area, promoting collaboration and the incorporation of cultural values in its planning and implementation as well as enshrining future opportunities through the detailed design.</p>
<i>(f) The protection of historic heritage from inappropriate subdivision, use, and development</i>	<p>Bishop Selwyn Cairn Stone Monument (CHI item 1800) and Ramarama Hall (CHI item 15071) will both be adequately protected from inappropriate development and will maintain access through construction and operation of the Project. Enhancements to the sites and site access will be facilitated through the use of the UDLMP.</p> <p>Heritage items potentially impacted by the construction of the Project can be appropriately mitigated through the proposed HHMP, which requires the applicant to prepare an Archaeological Authority prior to commencement of works on-site.</p>
<i>(g) The protection of protected customary rights</i>	<p>There are no affected protected customary rights groups or affected customary marine title groups.</p>
<i>(h) The management of significant risks from natural hazards</i>	<p>A number of design measures to provide resilience to flooding, inundation and climate change have been adopted across the Project. The flooding assessment has made recommendations which are to be implemented at detailed design so that there is sufficient space within the proposed designations for stormwater and flood mitigation.</p>

Table 25: Assessment of NoRs against Section 6 of the RMA

8.3 Section 7 of the RMA

544. Section 7 of the RMA sets out other matters which shall be given particular regard to. The RA has assessed the five NoRs against these matters in Section 11.2.2 of the AEE. We largely agree with this assessment, except that the loss of the Notable Trees should have been addressed under 'the maintenance and enhancement of amenity values' and noting that any replacement planting will likely take decades to achieve a level of remediation on par with what will be lost. Overall, we consider that appropriate regard has been had to the matters in Section 7 of the RMA.

8.4 Section 8 of the RMA

545. Section 8 of the RMA requires the principles of the Treaty of Waitangi to be taken into account. The RA has assessed the five NoRs against these matters in Section 11.2.3 of the AEE. We agree with this assessment.

8.5 Conclusions

546. We conclude that the five NoRs should be confirmed subject to receiving satisfactory additional information as requested in this report, amendments to conditions and/or additional conditions, for the following reasons:
- The NoRs and associated works are reasonably necessary for achieving the objectives of the RA.
 - Adequate consideration has been given to alternative sites, routes or methods of undertaking the work identified in the NoRs.
 - The NoRs are generally consistent with the relevant AUP provisions.
 - The NoRs are generally in accordance with Part 2 of the RMA and relevant national environmental standards and national policy statements.
 - Restrictions, by way of conditions, imposed on the designation can avoid, remedy or mitigate any potential adverse environmental effects.

9. Recommendation and Conditions

9.1 Recommendation

547. Subject to new or contrary evidence being presented at the hearing, it is recommended that the five notices of requirement be confirmed, subject to receiving satisfactory additional information as requested in this report, amendments to conditions and/or additional conditions, as set out in **Appendix 5** to this report.
548. Pursuant to Section 171(3) of the RMA the reasons for the recommendation are as follows:
- The notices of requirement are generally consistent with Part 2 of the RMA in that they enable people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.
 - The notices of requirement are generally consistent with and give effect to the relevant national environmental standards, national policy statements and the AUP.

- In terms of Section 171(1)(b) of the RMA, adequate consideration has been given to alternative sites, routes or methods for undertaking the work.
- In terms of Section 171(1) of the RMA, the notices of requirement are reasonably necessary to achieve the requiring authority's objectives.
- Restrictions, by way of conditions attached to the notices of requirement have been recommended to avoid, remedy or mitigate adverse environmental effects associated with the works to construct the infrastructure and its ongoing operation.

9.2 Recommended Conditions

549. The conditions recommended by the reporting planners for NoRs 1, 2, 3, 4, and 5 are provided in **Appendix 5** to this report.

APPENDIX ONE

REQUESTS FOR FURTHER INFORMATION AND NZTA RESPONSES

From: Jimmy Zhang
Sent: Monday, July 8, 2024 2:35 PM
To: 'Duncan.Gibson@aurecongroup.com' <Duncan.Gibson@aurecongroup.com>; 'Dean Ingoe' <Dean.Ingoe@aurecongroup.com>
Cc: Andrew An <andrew.an@aucklandcouncil.govt.nz>
Subject: FW: Stage 2 P2B NoR

Hi Duncan and Dean

Hope you are both well.

I was wondering if it would be helpful to have meeting between the transport experts to ease any concerns they might have over the application, questions raised by council etc.

It would also provide an opportunity to discuss:

- Where you guys are at regarding the traffic questions sent earlier (see e-mail below); and
- An issue picked up by our traffic expert as he is drafting up his report (similar to what was identified for the intersection of Quarry Road/NoR 5):

*The issue is that the extract below, taken from page 99 of the Assessment of Transport Effects Report, indicates a **queue length of some 82 metres on the overbridge for the Bombay interchange overbridge, where only around 35 metres of queueing space is available.***

However, for the modelling output to indicate that the intersection performs fine, an incorrect distance parameter would have to have been entered for this length of road.

Figure C8: 2048 forecast Morning peak SIDRA results at Bombay Interchange with Project (Coordinated Signals, Pedestrian Crossing and Mill Road/GSR Roundabout Summary).

CCG MOVEMENT SUMMARY

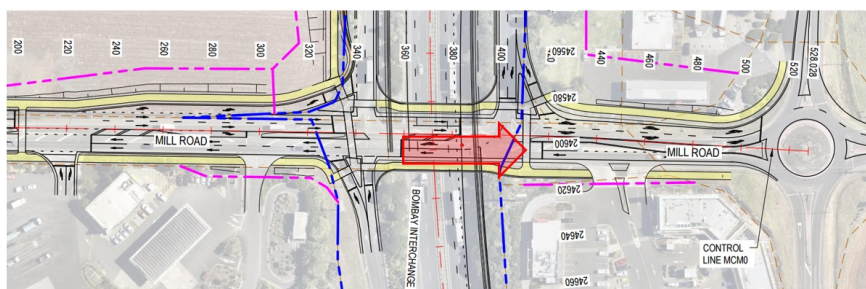
Common Control Group: CCG1 [CCGName]

Network: N101 [AM
(Network Folder: 2048)]

EQUISAT (Fixed-Time/SCATS) Coordinated Delay Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance (CCG)														
Mov ID	Turn	DEMAND FLOWS	ARRIVAL FLOWS	Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed			
		[Total veh/h]	[HV] %	[Total HV] %	v/c	sec	[Veh. Dist] m				km/h			
Site: W [2048 AM West]														
South: SH1 Northbound off-ramp														
1	L2	352	6.0	352 6.0	0.850	61.3	LOS E	22.1	162.5	1.00	0.95	1.19	29.8	
3	R2	5	20.0	5 20.0	0.008	28.4	LOS C	0.2	1.4	0.62	0.65	0.62	31.3	
Approach		357	6.2	357 6.2	0.850	60.9	LOS E	22.1	162.5	0.99	0.95	1.19	29.8	
East: Mill Road bridge														
5	T1	1063	6.4	1063 6.4	0.635	4.9	LOS A	11.2	82.4	0.22	0.20	0.22	52.4	
6	R2	24	0.0	24 0.0	0.635	14.6	LOS B	11.2	82.4	0.44	0.40	0.44	43.7	
Approach		1087	6.3	1087 6.3	0.635	5.1	LOS A	11.2	82.4	0.22	0.20	0.22	52.1	

The implication of this is that queue lengths would in practice be displaced onto the two motorway off-ramps and Mill Road approaches, potentially with adverse safety effects on the motorway mainline in particular.



Many thanks
Jimmy

From: Jimmy Zhang
Sent: Wednesday, June 5, 2024 1:32 PM
To: Duncan.Gibson@aurecongroup.com
Cc: Andrew An <andrew.an@aucklandcouncil.govt.nz>
Subject: Stage 2 P2B NoR

Hi Duncan

Thanks for speaking to me yesterday. I've now had the opportunity to speak with my experts.

To make our processing of the Papakura 2 Bombay NoR more efficient, I hope to get your views on the following comments from our experts:

Notable Trees:

Our expert has concerns around the assessment undertaken in the AEE regarding the value of the trees, particularly noting that the trees would have scored sufficiently against the Auckland Council notable tree assessment criteria to warrant their inclusion within Schedule 10 – Notable trees. For example, one of the most important values for which the trees were scheduled is the 'avenue' effect that they provide as a group, which will be significantly adversely affected by removal of the majority of the group. For the works proposed through the NoR, the trees don't seem to have been afforded the value that is attributed to them through the schedule.

Our expert questions why the second S92 response states that "Protecting the trees was not feasible as it would necessitate realigning the entire motorway, which has already negatively impacted the heritage value of the tree grove". This does not align with our reading of the Options Assessment, which is that Option 2 would require the construction of a retaining wall to support the SUP, not realignment of the motorway.

Our expert would appreciate clarification on the reasons behind the proposal to remove "12-13 trees" under Option 2. The reasons for the removal of these 12-13 trees under Option 2 doesn't appear to be discussed anywhere, and lacks any supporting information such as detailed design of the retaining wall, distance of the wall from the trees' trunks (therefore the percentage of root zone affected by excavations), proximity to canopy, construction methodologies and pruning options / requirements.

Transport:

In the first request, a performance assessment of the proposed new intersection of the NOR 5 east-west route with Quarry Road was sought as 'Item T5'. We appreciate that this has now been provided, with the accompanying memo from FLOW Transportation confirming that the final form of this intersection is still to be determined, however a signalised intersection form has been adopted as the basis for assessment, based on previous modelling work provided by SGA.

The assessment provided shows the signalised intersection to be performing with typical Levels of Service C to F being recorded on most traffic movements during 2048 peak hours (F representing the intersection reaching saturation). Our expert has concerns with the intersection performance as the forecast queue levels on the western arm of the intersection (connecting with the new Drury South interchange) are up to 337 meters.

Our expert estimates that this queue length exceeds the distance between the signalised intersection and the eastern roundabout of the Drury South Interchange, thus resulting in potential operational issues for the interchange roundabout. In the absence of signal control at the Drury South Interchange, there would be no opportunity to manage such tailbacks effectively between the two intersections.

The respective choice of signal and roundabout control in close proximity to one another on the NOR 5 route therefore does not appear to offer a resilient outcome for the network.

Our expert would therefore appreciate some further clarifications:

- **Confirmation of the distance between New Road intersections with Drury Interchange and Quarry Road**

Is this distance in excess of the forecast queuing on the New Road West approach to the new intersection with Quarry Road?

- **Confirmation of Assumptions included in Traffic modelling**

Please confirm area-wide assumptions incorporated in the 2048 traffic assessment scenario which are considered to influence future traffic growth, such as completion of the Pukekohe Expressway and full build-out of the Mill Road 'Road of National Significance' project.

- **Assessment of alternative intersection forms**

Please provide comments on the following alternative options for intersection form, including:

- Option for a roundabout at New Road / Quarry Road intersection – can a roundabout of sufficient size be accommodated within the NOR designation at this location?
- Option for signalised intersections at the Drury South Interchange with New Road – As an alternative to necessarily changing the form of the adjacent intersection with Quarry Road, could signalisation at the Drury Interchange provide the option to better manage any queuing between consecutive intersections?
- Option for grade-separation of New Road / Quarry Road intersection – Would grade separation at this location be constrained by its short distance from the Drury South Interchange?
While there is only limited information available at present in relation to the reinstated proposal for Mill Road as a 'Road of National Significance', my understanding of the general expectation for such roads is that they are of Expressway standard and that most key interchanges would consequently be grade separated.

We can meet to discuss the above if required.

Many thanks
Jimmy

Jimmy Zhang | Senior Policy Planner
Plans & Places
Auckland Council
Mobile 021 0264 2308



Attachment 1: NZTA Response

06 August 2024

Auckland Council
Private Bag 92300
Auckland 1142

Via email:

Jimmy.Zhang@aucklandcouncil.govt.nz

RE: Stage 2 P2B NoR

The following is in response to the information requests from Auckland Council received on 5 June 2024, as attached. For your convenience, the response is structured as the information requests were received.

Notable Trees:

As outlined in the application material, NZTA has been conscious of the potential impacts on notable trees throughout the development and assessment of the Project NoRs. We have also arranged a meeting between NZTA and the Council's technical specialist on Thursday, June 20, 2024 to further discuss the issues.

NZTA's position on the removal of notable trees is documented in the material submitted in the Project NoRs. To clarify, this position is as follows:

1. The removal of at least some notable trees at St Stephens School is necessary to facilitate the construction, maintenance, and operation the state highway corridor (NoR 3), which includes accommodating a Shared User Path (NoR 4). All practical options for the design require removal of at least some trees, due to the proximity between the existing motorway carriageway and the notable trees and the desirability of locating the shared use path adjacent to the existing motorway carriageway. These factors were the basis of the comment that "Protecting the trees was not feasible as it would necessitate realigning the entire motorway, which has already negatively impacted the heritage value of the tree grove". Protection of all the notable trees is not practical due to the proposed alignment of the shared use path adjacent to the existing motorway carriageway;
2. Design options that completely avoided the notable trees were not practical due to the extent of the notable trees, the topography of the area and the need to provide a logical and safe alignment traversing north and south. A lengthy diversion into St Stephens would have had significantly more effects on that site and not be as clear and legible a connection. Such a diversion and the increased area of land affected would need to be 'reasonably necessary' in RMA and PWA terms. As there are options to minimise the amount of third party land required as demonstrated in the proposal, it is unclear whether a wider designation would meet the statutory tests;
3. The Project Team, in conjunction with NZTA experts conducted a Multiple Criteria Analysis (MCA) to assess the practical design options at St Stephens School. The outcome of this process was shared with NZTA SIIG Forum Mana Whenua Representatives. A copy of the scored

MCA matrix is attached for your information. The purpose of the MCA was to ensure that NZTA had all the relevant information about the potential effects of the different design options;

4. The information provided through the MCA process led to the decision to use a batter slope design. During the meeting with the Council (June 20), it was discussed that one of the many factors that was considered in the MCA was the construction cost associated with a retaining wall design, which would cost approximately \$1 million¹ to construct over and above the cost of a batter;
5. The proposed works to construct a batter slope design are expected to entail the removal of approximately 21 younger London Plane Trees (circa. 1990s) and 13 of the original London Plane Trees (circa pre-1900). The number of notable trees has been determined based on a site walkover by the Project arboriculture specialists, and estimated extent of the proposed batter slope, accounting for construction area and the required re-alignment of the driveway at St Stephens School. The exact extent of tree removal will be determined through detailed design phase of the Project. Notwithstanding, the design must be progressed on the basis that where practicable the removal of notable trees is avoided in accordance with the proposed Urban and Landscape Design Management Plan (ULDMP) condition (Condition PC.7(h)(i)(B)) on NoR 4 requiring:

*The ULDMP shall also include the following planting details and maintenance requirements].. . measures to ensure construction works within the designation are managed to **avoid**, remedy or mitigate effects on vegetation identified as protected or notable in the AUPOP at the time of lodgement (16 February 2024).*

Furthermore, a standalone condition (St Stephens School Planting Plan) requires any replanting to be undertaken across an equal area, which will be protected within the NoR area in perpetuity;

6. The potential adverse effects of removing these (total 34) notable trees are discussed in the Assessment of Effects on the Environment (AEE) report attached to the NoR 4 application, along with proposed conditions;
7. The provisions of the AUP, in particular E26.2.1 and E26.2.2, expressly state that infrastructure, such as the proposed Shared Use Path, may need to locate in and traverse scheduled areas, like the notable trees on the St Stephens School site.

¹ Note, this figure is only an approximation, and NZTA wishes the Council to understand that a stand-alone piece of infrastructure is difficult to price in isolation, given the inter-connectedness of such a large-scale Project.

Transport:

Auckland Council: Confirmation of the distance between New Road intersections with Drury Interchange and Quarry Road

The distance between these two intersections is approximately 650m.

The SIDRA model outputs provided recently for the year 2048 indicated the following 95th percentile queues (rounded to nearest 10m), as follows:

AM peak	
Westbound traffic, heading into Drury South eastern intersection:	10m
Eastbound traffic, heading toward Quarry Road intersection:	340m, for traffic in through lanes (this being the maximum queue)
PM peak	
Westbound traffic, heading into Drury South eastern intersection:	100m
Eastbound traffic, heading toward Quarry Road intersection:	130m, again for traffic in through lanes (this being the maximum queue)

As a result, the modelling indicates that the queues should not reach back from Quarry Road to the interchange.

Auckland Council: Confirmation of Assumptions included in Traffic modelling

The details of the traffic modelling assumptions for the 2048 model are set out within Appendix A to the Assessment of Transport Effects, particularly Tables A2 and A3.

Yes, these models for 2048 include the Pukekohe Expressway (now known as Pukekohe Arterials) and the Mill Road project.

Auckland Council: Assessment of alternative intersection forms

◦ Option for a roundabout at New Road / Quarry Road intersection:

In preparation of the application, NZTA considered including a roundabout at this location within the concept design. However, without a full understanding of the surrounding road network, future development plans for the area, and the potential changes to Mill Rd, it is difficult to determine at this stage if a roundabout would be the appropriate solution. Instead, the proposed designation provides flexibility to implement a roundabout or signals in future.

◦ Option for signalised intersections at the Drury South Interchange with New Road:

Yes, the interchange could be signal-controlled and the designation allows for this. The selection of signals and roundabout can be determined during the Project's detailed design phase.

◦ Option for grade-separation of New Road / Quarry Road intersection:

The general arrangement plans (Appendix G of the Project NoRs) presumed that Mill Rd would function as a standard 60km/h arterial road, potentially with only one lane in each direction, based on the direction NZTA and Auckland Transport were pursuing at the time of the P2B DBC, and subsequent design developments (detailed in the Assessment of Alternatives Report attached at Appendix K of the Project NoRs).

If Mill Rd were to be upgraded into an expressway, including a component that crosses fully over SH1 at Drury South Interchange Connection (Project NoR 5), it would necessitate a redesign of the Drury South Interchange to accommodate a more suitable system interchange, requiring significantly more space. While creating a grade-separated crossing for Quarry Rd would be

relatively straightforward, providing both grade separation and a connection to Quarry Rd would entail a larger land footprint. These alternatives were not explored at the time of the P2B DBC and subsequent design development, as they did not align with the types of roads NZTA and AT were then planning for, and it is considered outside the scope of the Project.

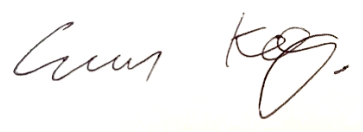
Transport (Additional):

In addition to the requests above, NZTA received correspondence on 8 July 2024. In response, please see the attached memorandum prepared by Flow Transportation Specialists regarding the queuing distances at Bombay / Mill Road Interchange.

Conclusion:

We expect this to be sufficient information to address the requests for information. Should you have any further queries, please feel free to contact Dean Ingoe on 027 3096908.

Ngā mihi kia koutou,

A handwritten signature in black ink, appearing to read 'Evan Keating', is written over a light yellow rectangular background.

Evan Keating

Principal Planner, NZ Transport Agency Waka Kotahi

Enc.

- Email from Jimmy Zhang dated 5 June 2024
- MCA St Stephens School
- Email from Jimmy Zhang dated 8 July 2024
- Memorandum prepared by Flow Transportation Specialists dated 11 July 2024

Attachment 2: Traffic Technical Note

PROJECT	SH1 PAPAURA TO BOMBAY, STAGE 2
SUBJECT	RESPONSE TO A QUERY ON LENGTH OF QUEUE ON THE OVERBRIDGE AT BOMBAY INTERCHANGE FOR AM PEAK
TO	DEAN INGOE, AURECON
FROM	KELVIN CHAN & IAN CLARK
DATE	11 JULY 2024

1 INTRODUCTION

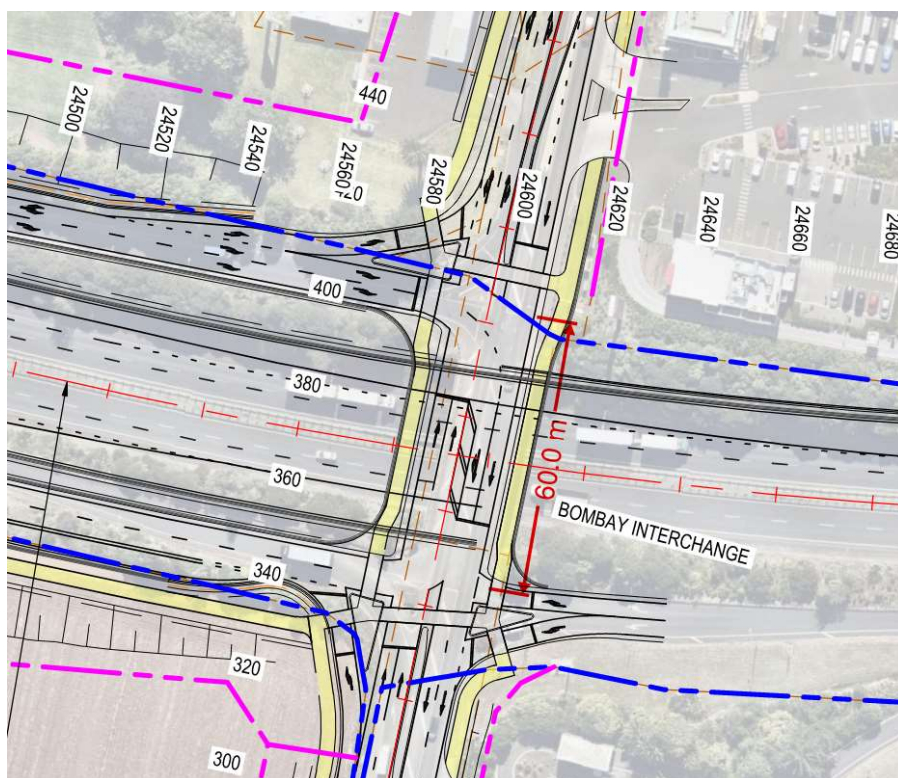
This technical note provides a response to a SIDRA query raised by Auckland Council.

The query addresses the predicted queue length on the Bombay Interchange overbridge during the morning peak hour. The SIDRA model indicated that the 95th percentile queue would be 82 meters on the overbridge, while the Auckland Council transport advisor indicated that only about 35 meters of queuing space will be available.

2 DISTANCES WITHIN INTERCHANGE

We have outlined in Figure 1 below that there is approximately 60 m between the midpoint at the eastern intersection to the midpoint at the western intersection. This is the length entered into the SIDRA model as the length of the section of road. We acknowledge that the stacking distance between those intersections (i.e. the distance within which vehicles will be able to queue) is less, but the distance between the midpoints is the value required to ensure the correct progression of vehicles through the two intersections in the model.

Figure 1: Measurement markup of the proposed Bombay Interchange layout



3 SIDRA UPDATE

This technical note provides the following updates to the AM peak SIDRA model:

- ◆ It reassesses results from the previous model, based on **average** queue lengths
- ◆ It then reassesses results based on 95th percentile queue lengths after adjustments to the signal phase times at the Interchange. The cycle time is assumed to remain at 120 seconds.

Printouts for these two scenarios are provided at Appendix A.

These results relate to the same traffic flow scenario as was used for Appendix C of the Assessment of Transport Effects, namely demands for the 2048 scenario with the P to B Stage 2 project.

Evaluating the average back-of-queue lengths for the original model, the results indicate that:

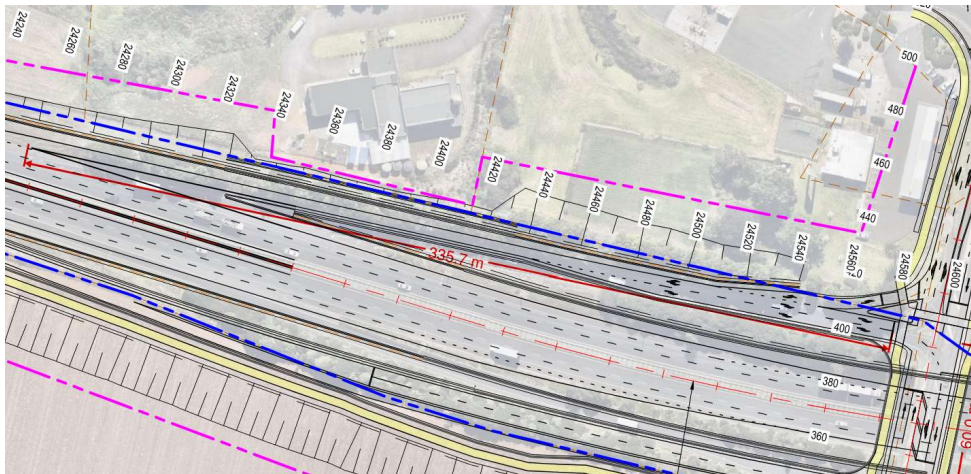
- ◆ The average back-of-queue length is predicted to be approximately 50 m. This is within the 60 m midpoint to midpoint as outlined above. However, this indicates the potential for some interaction between the two intersections.

Evaluating the 95th percentile queue with adjustments to the phase times:

- ◆ The performance of the interchange can be enhanced by adjusting the signal phase times. In reality, it is highly likely that adjustments of this nature will occur, with greater time likely to be given to the southbound off ramp, in order to minimise the possibility of queueing extending back to the motorway.

- ◆ With the adjustments to the phase times, the 95th percentile back-of-queue distance is predicted to be approximately 55 m on the overbridge (the eastern approach to the western intersection).
- ◆ If queues on the overbridge block back to the southbound off ramp, the 95th percentile queue is predicted to be approximately 162 meters. The proposed length of the off ramp, at approximately 335 meters, is more than double this predicted queue length, as shown in Figure 2 below.

Figure 2: Approximate length of the proposed layout for the Bombay southbound off-ramp



Given the level of development assumed in the models in this area by 2048, this is considered acceptable, with queues not expected to extend close to the mainline on the motorway.

APPENDIX A SIDRA OUTPUTS

Figure 3: 2048 forecast Morning Peak SIDRA results at Bombay Interchange with Project, showing average queues

CCG MOVEMENT SUMMARY

Common Control Group: CCG1 [CCGName]

Network: N101 [AM (Network Folder: 2048)]

EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance (CCG)														
Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV %	ARRIVAL FLOWS [Total veh/h]	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh veh]	QUEUE Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
Site: W [2048 AM West]														
South: SH1 Northbound off-ramp														
1	L2	352	6.0	352	6.0	★0.850	61.3	LOS E	13.5	99.6	1.00	0.95	1.19	29.8
3	R2	5	20.0	5	20.0	0.008	28.4	LOS C	0.1	0.9	0.62	0.65	0.62	31.3
Approach		357	6.2	357	6.2	0.850	60.9	LOS E	13.5	99.6	0.99	0.95	1.19	29.8
East: Mill Road bridge														
5	T1	1063	6.4	1063	6.4	0.635	4.9	LOS A	6.9	50.5	0.22	0.20	0.22	52.4
6	R2	24	0.0	24	0.0	0.635	14.6	LOS B	6.9	50.5	0.44	0.40	0.44	43.7
Approach		1087	6.3	1087	6.3	0.635	5.1	LOS A	6.9	50.5	0.22	0.20	0.22	52.1
West: Mill Road														
10	L2	1168	4.1	1168	4.1	0.753	6.5	LOS A	7.6	54.8	0.32	0.63	0.32	53.0
11	T1	355	5.6	355	5.6	★0.871	67.3	LOS E	7.1	52.4	1.00	1.01	1.38	18.8
Approach		1523	4.5	1523	4.5	0.871	20.6	LOS C	7.6	54.8	0.48	0.72	0.57	42.7
All Vehicles		2967	5.3	2967	5.3	0.871	19.8	LOS B	13.5	99.6	0.45	0.56	0.52	41.9
Site: E [2048 AM East]														
East: Mill Road														
5	T1	216	2.8	216	2.8	0.199	17.7	LOS B	2.3	16.7	0.74	0.59	0.74	15.5
Approach		216	2.8	216	2.8	0.199	17.7	LOS B	2.3	16.7	0.74	0.59	0.74	15.5
North: SH1 southbound off-ramp														
7	L2	80	0.0	80	0.0	0.207	48.1	LOS D	2.4	16.7	0.87	0.75	0.87	23.7
9	R2	873	7.1	873	7.1	★0.848	51.7	LOS D	18.2	135.1	0.97	0.93	1.13	22.4
Approach		953	6.5	953	6.5	0.848	51.4	LOS D	18.2	135.1	0.96	0.92	1.10	22.5
West: Mill Road bridge														
11	T1	360	5.8	360	5.8	0.174	0.6	LOS A	0.2	1.1	0.03	0.02	0.03	52.5
Approach		360	5.8	360	5.8	0.174	0.6	LOS A	0.2	1.1	0.03	0.02	0.03	52.5
All Vehicles		1529	5.8	1529	5.8	0.848	34.7	LOS C	18.2	135.1	0.71	0.66	0.80	22.7
Pedestrian Movement Performance (CCG)														
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped]		Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec			
Site: W [2048 AM West]														
South: SH1 Northbound off-ramp														
P1	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	73.7	25.3	0.34			
P1B	Slip/Bypass	50	54.3	LOS E	0.2	0.2	0.95	0.95	73.0	24.3	0.33			
North: SH1 Northbound on-ramp														
P3	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	76.3	28.6	0.38			
West: Mill Road														
P4	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	83.6	38.2	0.46			
All Pedestrians		200	54.3	LOS E	0.2	0.2	0.95	0.95	76.6	29.1	0.38			
Site: E [2048 AM East]														
East: Mill Road														
P2	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	82.9	37.2	0.45			
North: SH1 southbound off-ramp														
P3	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	76.3	28.6	0.38			
P3B	Slip/Bypass	50	54.3	LOS E	0.2	0.2	0.95	0.95	73.0	24.3	0.33			
All Pedestrians		150	54.3	LOS E	0.2	0.2	0.95	0.95	77.4	30.0	0.39			

MOVEMENT SUMMARY

Site: 101 [2048 AM Mill Road/GSR RAB (Site Folder: 2048)]

Network: N101 [AM (Network Folder: 2048)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg Satn v/c	Aver Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No Cycles	Aver Speed km/h
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: SH1 southbound on-ramp														
1	L2	1	0.0	1	0.0	0.003	4.5	LOS A	0.0	0.0	0.37	0.49	0.37	49.3
2	T1	1	0.0	1	0.0	0.003	4.5	LOS A	0.0	0.0	0.37	0.49	0.37	54.7
3	R2	1	0.0	1	0.0	0.003	9.7	LOS A	0.0	0.0	0.37	0.49	0.37	54.7
Approach		3	0.0	3	0.0	0.003	6.2	LOS A	0.0	0.0	0.37	0.49	0.37	53.5
East: Mill Road														
4	L2	1	0.0	1	0.0	0.163	4.9	LOS A	0.4	2.5	0.41	0.49	0.41	54.1
5	T1	182	1.6	182	1.6	0.163	4.8	LOS A	0.4	2.5	0.41	0.49	0.41	50.5
6	R2	2	0.0	2	0.0	0.163	10.0	LOS B	0.4	2.5	0.41	0.49	0.41	55.5
Approach		185	1.6	185	1.6	0.163	4.9	LOS A	0.4	2.5	0.41	0.49	0.41	50.7
North: Great South Road														
7	L2	1	0.0	1	0.0	0.040	5.4	LOS A	0.1	0.6	0.47	0.63	0.47	51.2
8	T1	5	20.0	5	20.0	0.040	5.8	LOS A	0.1	0.6	0.47	0.63	0.47	52.0
9	R2	34	5.9	34	5.9	0.040	10.7	LOS B	0.1	0.6	0.47	0.63	0.47	46.0
Approach		40	7.5	40	7.5	0.040	10.0	LOS A	0.1	0.6	0.47	0.63	0.47	47.3
West: Mill Road														
10	L2	71	5.6	71	5.6	0.134	3.8	LOS A	0.3	2.0	0.03	0.40	0.03	53.0
11	T1	182	1.6	182	1.6	0.134	3.4	LOS A	0.3	2.0	0.03	0.42	0.03	55.3
12	R2	187	7.0	187	7.0	0.134	8.8	LOS A	0.3	2.1	0.04	0.63	0.04	49.8
12u	U	1	100.0	1	100.0	0.134	10.8	LOS B	0.3	2.1	0.04	0.63	0.04	30.1
Approach		441	4.8	441	4.8	0.134	5.8	LOS A	0.3	2.1	0.04	0.51	0.04	52.4
All Vehicles		669	4.0	669	4.0	0.163	5.8	LOS A	0.4	2.5	0.17	0.51	0.17	51.6

Figure 4: Updated 2048 forecast Morning Peak SIDRA results at Bombay Interchange with Project, with manual modification to phase times (showing 95%ile queues)

MOVEMENT SUMMARY

Site: W [2048 AM West - Updated (Site Folder: 2048)]

Network: N101 [AM - Updated (Network Folder: 2048_240710)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site User-Given Phase Times)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h HV] %		ARRIVAL FLOWS [Total veh/h HV] %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh Dist] m		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: SH1 Northbound off-ramp														
1	L2	352	6.0	352	6.0	* 0.850	61.9	LOS E	22.0	161.7	1.00	0.94	1.19	29.6
3	R2	5	20.0	5	20.0	0.012	40.0	LOS D	0.2	1.7	0.76	0.65	0.76	26.1
Approach		357	6.2	357	6.2	0.850	61.6	LOS E	22.0	161.7	1.00	0.94	1.18	29.6
East: Mill Road bridge														
5	T1	1063	6.4	1063	6.4	* 0.545	3.5	LOS A	7.5	55.3	0.15	0.14	0.15	54.4
6	R2	24	0.0	24	0.0	0.545	12.3	LOS B	7.5	55.3	0.33	0.31	0.33	45.9
Approach		1087	6.3	1087	6.3	0.545	3.7	LOS A	7.5	55.3	0.16	0.15	0.16	54.1
West: Mill Road														
10	L2	1168	4.1	1168	4.1	0.755	6.4	LOS A	12.3	89.1	0.32	0.63	0.32	53.0
11	T1	355	5.6	355	5.6	0.419	43.1	LOS D	9.0	65.7	0.90	0.74	0.90	24.9
Approach		1523	4.5	1523	4.5	0.755	15.0	LOS B	12.3	89.1	0.46	0.65	0.46	46.1
All Vehicles		2967	5.3	2967	5.3	0.850	16.5	LOS B	22.0	161.7	0.41	0.50	0.43	44.1
Pedestrian Movement Performance														
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped Dist] m		Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec			
South: SH1 Northbound off-ramp														
P1	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	73.7	25.3	0.34			
P1B	Slip/Bypass	50	54.3	LOS E	0.2	0.2	0.95	0.95	73.0	24.3	0.33			
North: SH1 Northbound on-ramp														
P3	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	76.3	28.6	0.38			
West: Mill Road														
P4	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	83.6	38.2	0.46			
All Pedestrians		200	54.3	LOS E	0.2	0.2	0.95	0.95	76.6	29.1	0.38			

MOVEMENT SUMMARY

Site: E [2048 AM East - Updated (Site Folder: 2048)]

Network: N101 [AM - Updated (Network Folder: 2048_240710)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site User-Given Phase Times)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV %	ARRIVAL FLOWS [Total veh/h	HV %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Mill Road														
5	T1	216	2.8	216	2.8	* 0.251	41.2	LOS D	5.2	37.3	0.86	0.69	0.86	7.8
Approach		216	2.8	216	2.8	0.251	41.2	LOS D	5.2	37.3	0.86	0.69	0.86	7.8
North: SH1 southbound off-ramp														
7	L2	80	0.0	80	0.0	0.237	49.5	LOS D	4.0	27.8	0.88	0.76	0.88	23.3
9	R2	873	7.1	873	7.1	* 0.666	38.1	LOS D	21.8	162.2	0.88	0.85	0.88	26.8
Approach		953	6.5	953	6.5	0.666	39.0	LOS D	21.8	162.2	0.88	0.84	0.88	26.5
West: Mill Road bridge														
11	T1	360	5.8	360	5.8	0.180	0.7	LOS A	0.3	1.8	0.03	0.02	0.03	52.2
Approach		360	5.8	360	5.8	0.180	0.7	LOS A	0.3	1.8	0.03	0.02	0.03	52.2
All Vehicles		1529	5.8	1529	5.8	0.666	30.3	LOS C	21.8	162.2	0.68	0.63	0.68	24.6
Pedestrian Movement Performance														
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped		Dist m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec		
East: Mill Road														
P2	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	82.9	37.2	0.45			
North: SH1 southbound off-ramp														
P3	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	76.3	28.6	0.38			
P3B	Slip/Bypass	50	54.3	LOS E	0.2	0.2	0.95	0.95	73.0	24.3	0.33			
All Pedestrians		150	54.3	LOS E	0.2	0.2	0.95	0.95	77.4	30.0	0.39			

MOVEMENT SUMMARY

Site: 101 [2048 AM Mill Road/GSR RAB - Updated (Site Folder: 2048)]

Network: N101 [AM - Updated (Network Folder: 2048_240710)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance													
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m			km/h
South: SH1 southbound on-ramp													
1	L2	1	0.0	1	0.0	0.003	4.5	LOS A	0.0	0.1	0.37	0.37	49.3
2	T1	1	0.0	1	0.0	0.003	4.5	LOS A	0.0	0.1	0.37	0.37	54.7
3	R2	1	0.0	1	0.0	0.003	9.7	LOS A	0.0	0.1	0.37	0.37	54.7
Approach		3	0.0	3	0.0	0.003	6.2	LOS A	0.0	0.1	0.37	0.37	53.5
East: Mill Road													
4	L2	1	0.0	1	0.0	0.163	4.9	LOS A	0.9	6.2	0.41	0.41	54.1
5	T1	182	1.6	182	1.6	0.163	4.8	LOS A	0.9	6.2	0.41	0.41	50.5
6	R2	2	0.0	2	0.0	0.163	10.0	LOS B	0.9	6.2	0.41	0.41	55.5
Approach		185	1.6	185	1.6	0.163	4.9	LOS A	0.9	6.2	0.41	0.41	50.7
North: Great South Road													
7	L2	1	0.0	1	0.0	0.040	5.4	LOS A	0.2	1.5	0.47	0.47	51.2
8	T1	5	20.0	5	20.0	0.040	5.8	LOS A	0.2	1.5	0.47	0.47	52.0
9	R2	34	5.9	34	5.9	0.040	10.7	LOS B	0.2	1.5	0.47	0.47	46.0
Approach		40	7.5	40	7.5	0.040	10.0	LOS A	0.2	1.5	0.47	0.47	47.3
West: Mill Road													
10	L2	71	5.6	71	5.6	0.134	3.8	LOS A	0.7	5.0	0.03	0.03	53.0
11	T1	182	1.6	182	1.6	0.134	3.4	LOS A	0.7	5.0	0.03	0.03	55.3
12	R2	187	7.0	187	7.0	0.134	8.8	LOS A	0.7	5.1	0.04	0.04	49.8
12u	U	1	100.0	1	100.0	0.134	10.8	LOS B	0.7	5.1	0.04	0.04	30.1
Approach		441	4.8	441	4.8	0.134	5.8	LOS A	0.7	5.1	0.04	0.04	52.4
All Vehicles		659	4.0	659	4.0	0.163	5.8	LOS A	0.9	6.2	0.17	0.17	51.6

Attachment 3: St Stephens School's Access Assessment Worksheet

Stage 2 St Stephens Access
Assessment Worksheet

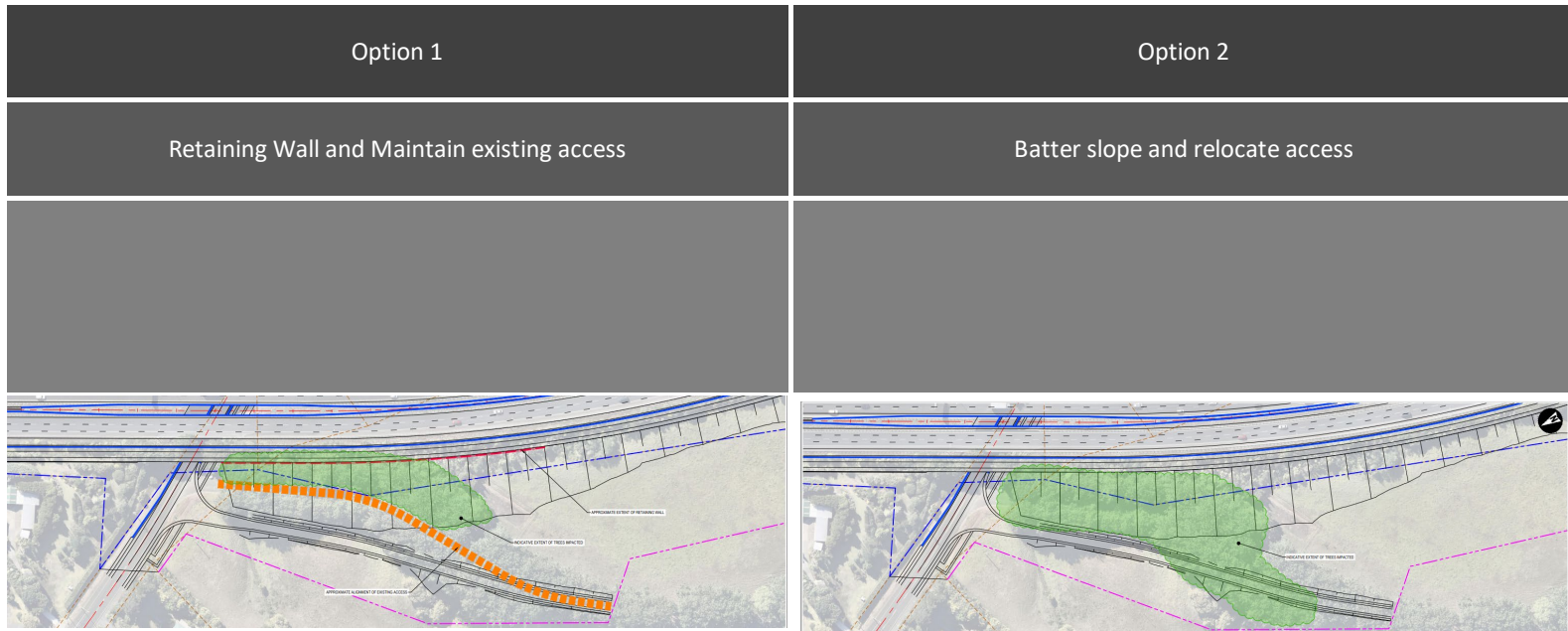
Option Diagram

Cultural		
Criteria	Measure	
Cultural	Heritage	Extent of effects on sites and places of valued heritage buildings, scheduled trees (with heritage value) and places
	Heritage	Extent of effects on sites and places of archaeological value
	Trees	Extent of effects on scheduled trees.
	Mana Whenua	Extent of effects on sites and places of cultural heritage value to Mana Whenua (including Sites and Places of Significance to Mana Whenua Schedule, Auckland Unitary Plan) taking into consideration: <ul style="list-style-type: none">- mauri- wahi tapu- kōrero tūturu- rawa tūturu- hiahiatanga tūturu- whakaaronui o te wa

Social		
Criteria	Measure	
Social	Integration with planned land use	To what extent will the option impact on the future development of land (adjacent to it and impacted by it), in relation to: <ul style="list-style-type: none">- integration with the future land use scenario (including any Structure Plans or Plan Changes)- access to and use of land impacted
	Urban design	To what extent does the option support a quality urban environment (both current and future planned state) particularly relating to: <ul style="list-style-type: none">- scale of long-term impact on the amenity and character of the surrounding environment
	Land Requirement	Scale of public / private land (m2 / number of properties / special status of impacted property) required to deliver the option.
	Human health and well being - Noise and Vibration	Will the option potentially affect any sensitive land uses nearby or consented (adjacent residential, childcare centers, hospitals, rest homes, marae and schools) particularly relating to: <ul style="list-style-type: none">- noise and vibration
	Consentability	To what extent does the option present a potential inconsistency with a national policy statement or national environmental standard to the degree that consent could be refused.

Environment		
Criteria	Measure	
Environment	Landscape and visual	The extent of effects on: <ul style="list-style-type: none">- the natural landscape and features such as streams, coastal edges, natural vegetation and underlying topography – acknowledging planned changes to area in light of future urban land use / zoning
	Landscape and visual	The extent of the effects on: <ul style="list-style-type: none">- natural character and outstanding natural features/landscapes including geological features (mapped and protected features)- nearby properties during construction and once project is operational

Economic		
Criteria	Measure	
Economic	User Safety	Extent of safety effects on all transport users
	Construction costs/risks/value capture	Assessed cost for construction of options including: complexity and risk in construction (including consideration of constructability)
	Construction costs/risks/value capture	Assessed cost for construction of options including: <ul style="list-style-type: none">- ongoing operational costs, based on ease or complexity of maintenance
	Climate change impacts	Mitigation - How does the asset impact on climate change (e.g. embodied carbon, maintenance carbon) Adaptation - How climate change may impact on the asset (e.g. is the asset resilient to the effects of climate change). <i>Note: The main climate change impact is as a result of flooding. Note this is assessed under the flood impacts criteria.</i>



-2	Less mature trees are removed, and the current landscape setting is less affected. However, the finished retaining wall (assumed to be concrete construction) has more potential to detract from the broader setting, than a battered earth slope, though this might be reduced through careful design.	-3	This will result in further cumulative change to the original driveway for the school, modifying the current road alignment of trees which form part of the existing landscaping. The impact is not as significant as it otherwise might be, because of previous modifications to the driveway in this location with the creation of the motorway. The battered slope is probably better in the long-term from a visual / landscape perspective, however. Effects on built heritage values can be mitigated through replacement planting.
-1	Less likely for works within the current batter to result in risk of effects on archaeological value, as the area is already modified, however areas outside the batter may contain previously unrecorded sites. This primarily includes pre-European Māori artifacts related to the Ngākōroa Stream.	-1	The area outside the current batter has relatively low risk of effects on archaeological value but may contain previously unrecorded sites. This primarily includes pre-European Māori artifacts related to the Ngākōroa Stream.
-2	While less trees are impacted, the existing trees forming the avenue adjacent to the SH1 corridor will be removed, as well as the larger more significant trees on the southeastern side (6 large trees).	-4	Major wholesale tree removal that removes the main avenue for the entire driveway length, while also removing the largest and most significant trees.
0		0	

-1	Special Purpose - School Zone, the proposed option would maintain the existing site access, and would result in some disruption in site access associated with the construction and maintenance of the retaining wall structure. Mostly allow the existing land use to be maintained.	-2	The proposed option would result in a re-alignment of the site access, and would temporarily limit access to the site. However a viable alternative is proposed, and won't compromise the ability to utilise the site for purposes of a school.
-1	The retaining wall at a height of (5-6m to 9m) will be a noticeable built element, and a contrast to the existing planted embankment. There is low potential for some vegetation screening to soften the appearance of the retaining wall. An opportunity for the SUP to connect to GSR provides a positive cross-corridor connection.	1	The steep planted embankment between the realigned driveway and the elevated SUP, assists in restoring some landscape amenity lost by the removal of avenue trees. Existing trees are removed from only the east side of the school driveway, for approx. 180m at its entrance (approx. 1 third of its length), with replacement trees to both side of the new driveway reinstating the amenity of the avenue of trees. An opportunity for the SUP to connect to GSR provides a positive cross-corridor connection.
-1	Same land requirement for route protection, in the long term less land required for the purpose of maintaining the retaining wall.	-2	Same land requirements for route protection, in the long term larger land area required for the purposed of maintaining the batter slope.
0	Noise and vibration is expected to be transient and largely unavoidable. Effects are consistent with construction of an additional batter slope and realignment of the existing access.	0	Noise and vibration is expected to be transient and largely unavoidable. Effects are consistent with construction of a retaining wall.
-2	Designation for route protection in the medium term, however regional consents will be required for the construction within the designation. Less extent of notable tree removal, landscape visual risk of large retaining wall.	-3	Designation for route protection in the medium term, however regional consents will be required for the construction within the designation. Key risk associated with the extent of notable trees required for removal.

-2	The 4-6 to 9m tall retaining wall is noticeable new element, contrasting to the existing vegetation which screens the motorway infrastructure. There is insufficient space between the school driveway and the retaining wall to screen the retaining wall.	0	The realigned driveway, together with reinstated avenue of trees to both sides of the driveway, and indigenous planted embankment, will be commensurate with the existing landscape and visual conditions.
-2	The retention of London Plane trees to only the west side of the driveway, will reduce the landscape amenity of the avenue of trees. The retention of one row of trees will partially screen construction works and the Project built form.	0	The avenue of trees is of high landscape amenity value. The realignment of the driveway and subsequent replacement of Plane trees will mitigate the temporary effects, with no long term landscape and visual effects. The removal of trees and earthworks will be temporarily noticeable to nearby properties and motorists during construction.

-1	Access will be close to retaining wall which may have some compromise to visibility	1	New access provides improved safety with better visibility and compliant tracking
-2	Large retaining wall will be complex to construct and have a higher cost	-1	Large embankment will involve some complexity however anticipated to be cheaper than retaining wall
0	Retaining wall likely to require minimal maintenance	-1	Embankment will require planting and on going maintenance
-1	Embodied carbon will depend upon retaining wall type however all likely to have greater impact than embankment	-1	Embankment will have lower embodied carbon, however retention of the existing access will enable this to be re-used

APPENDIX TWO

AUCKLAND COUNCIL TECHNICAL SPECIALIST REVIEWS

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

10 September 2024

To: Andrew An, Policy Planner, Plans & Places – Central and South
From: Andrew Temperley, Senior Transport Planner, Traffic Planning Consultants

Subject: NORs P2B Stage 2 – Transportation Assessment

1.0 Introduction

1.1 I have undertaken a review of the Notices of Requirements lodged by NZ Transport Agency in relation to Transportation effects.

My name is Andrew Temperley and I am a Senior Transportation Engineer and Planner at Traffic Planning Consultants Ltd (TPC) and have over 21 years of experience in transportation planning and engineering. I hold the qualifications of a Bachelor of Mechanical Engineering with German from the University of Nottingham, UK (1998) and I am a Chartered Transportation Engineer and member of the Chartered Institution of Highways and Transportation (CIHT) in the UK.

1.2 My work experience has included assessing and reporting on new transport proposals and on transportation effects of new urban development proposals. Over recent years, I have been contracted to undertake such work on behalf of Auckland Council.

1.3 In writing this memo, I have reviewed the following documents:

- Papakura to Bombay Stage 2 – Assessment of Transport and Traffic Effects (ATE)
- SH1 Papakura to Bombay Stage 2 – Assessment of Effects on the Environment (AEE)
- SH1 Papakura to Bombay Stage 2 – Designation Layout Plans
- SH1 Papakura to Bombay Stage 2 – General Arrangement Plans
- Papakura to Bombay Stage 2 – Assessment of Alternatives Report
- Papakura to Bombay Stage 2 – Section 92 Responses (07 May 2024 and 29 May 2024)

1.4 By way of summary of the detail contained within this memo, I consider overall that the evidence provided by NZ Transport Agency demonstrates that the work and designation enabled by the NoRs are 'reasonably necessary' to accommodate future transport demand and thereby enable future urban growth within the south Auckland sub region. This aligns with the intended objectives of NZ Transport Agency as the requiring authority and is in accordance with Resource Management Act requirement section 171 (1)(c).

- 1.5 The P2B NoRs interface with a number of other new road proposals and upgrades, which are reliant on approval of the P2B NoRs and subsequent delivery of associated roading projects for their delivery and ability to fulfil strategic objectives, such as supporting sub-regional growth.
- 1.6 While I raised a number of issues with the Requiring Authority during my review, in relation to the scope and adequacy of assessment undertaken to demonstrate the acceptability of the NoRs in transport terms, I consider that sufficient evidence has now been provided to address these issues. I consider overall that the NoR projects will achieve the cited transport benefits, including improved capacity, efficiency, safety, which are necessary to enable the delivery future growth in the area.
- 1.7 I have identified a number of recommendations and conditions at the end of my review, which I consider to be appropriate to ensure integration of the P2B NoR projects with the adjoining transport network, including appropriate staging of projects, the implementation of a Network Integration Plan (NIP) and monitoring of adverse traffic effects during the construction phase.

2.0 Key Transportation Issues

- 2.1 Below I have summarised key transportation issues which I identified through my review of the 5 NORs associated with the P2B improvement works:

Notice of requirement (number and name)	Issue
NOR 1 – Alteration to SH1 Designation 6706 <i>SH1 Takanini Interchange to south of Quarry Road, Drury</i>	<ul style="list-style-type: none"> • Interchange Spacings Spacings of approximately 2km in between each of Drury / new Drury South / Ramarama Interchanges, which falls below recommended Austroads spacing requirements, potentially resulting in adverse safety and operational effects.
NOR 2 – Alteration to SH1 Designation 6700 <i>SH1 south of Quarry Road to Bombay Road</i>	<ul style="list-style-type: none"> • Increased Vehicle conflict as a result of the increased number of interchange ramps adjoining this section of Motorway Increased levels of vehicle conflict arising from increased numbers of interchange ramps and increased levels of traffic using ramps over P2B stretch. • Ramarama Interchange Need to ensure that the new improved interchange caters for a more intra-regional strategic function in the context of increasing urban growth in the Drury South area, as opposed to being limited to fulfilling only a local function serving local rural hinterland.

<p>NOR 3 – Alteration to SH1 Designation 6701</p> <p><i>SH1 Bombay Road to Mill Road (Bombay Hills) Interchange</i></p>	<ul style="list-style-type: none"> • Bombay Hills Interchange Need to provide both short and long-term congestion relief and in turn, safety relief, particularly to mitigate against potential traffic tailbacks onto motorway mainline traffic lanes. • Future Arterial Connection from Pukekohe into Bombay Hills Interchange Integration of future arterial road access to the interchange from Pukekohe, via Mill Road following future upgrade.
<p>NOR 4 – Shared User Path (SUP)</p> <p><i>Parallel to SH1 corridor between Drury and Bombay</i></p>	<ul style="list-style-type: none"> • Effective integration with adjoining walking and cycling networks Need to ensure effective connections and integration with adjoining walking and cycling networks, to enable the SUP to fulfil a multi-functional role as a new piece of transport infrastructure.
<p>NOR 5 – Drury South Interchange Connections</p> <p><i>East-west link, Great South Road to Quarry Road</i></p>	<ul style="list-style-type: none"> • Uncertainty over intersection forms Potential for variations in intersection form, between signals and roundabouts, for consecutive at-grade intersections in close proximity to one another along this corridor. • Future Arterial Connection from Drury – Pukekohe Link Integration of future arterial road access between Pukekohe and the Great South Road terminus of NOR 5. • Future Mill Road Project (Road of National Significance) Integration of future Mill Road project from Quarry Road end of NOR 5 to Papakura.

2.2 Following my review of the NORs, including responses to further information requests from the requiring authority, I am satisfied that the above issues have been appropriately addressed, or else can be addressed subject to the acceptance by the requiring authority of appropriate conditions. I elaborate upon recommended conditions later in this review.

2.4 As noted above, three new strategic road connections have been identified which adjoin the P2B project, which are the subject of separate concurrent workstreams. I elaborate on these subsequently in this report.

3.0 Requiring Authority assessment

- 3.1 The scope of transportation assessment to support the NORs is provided primarily by the applicant's Assessment of Transport and Traffic Effects Report (ATE), which forms an Appendix to the Assessment of Environmental Effects (AEE). The ATE in turn draws upon predecessor work undertaken as part of the business case approach to State Highway 1 between Papakura and Bombay, including assessments of options and alternatives for key elements of the P2B project.
- 3.2 The scope of the ATE's assessment covers assessment of transport effects across all project NORs, transport modelling, crash history review, operational effects for all transport users, construction related effects and effects of other temporary works.
- 3.3 As part of my review, I requested further information from the applicant in relation to some of the above key areas of assessment, as well as in relation to some of the predecessor business case work for P2B, as discussed subsequently in this section of my report.
- 3.4 The ATE concludes that the project will deliver the following key positive traffic and transportation effects:
- Improved Efficiency and effectiveness along SH1
 - Improved Safety
 - Improved pedestrian and cycle connectivity, through the new Shared User Path (SUP) and other improvements
 - Reduced traffic volumes on local roads, resulting in less delays for public transport and freight and an improved environment for pedestrians and cyclists
 - Improved connectivity between Pukekohe and Drury via the new Drury South interchange, which will support growth in these areas
- 3.5 Overall I agree with and support the positive effects and outcomes identified in the ATE, on which the project is expected to deliver, further to the provision of supplementary evidence to the ATE's assessment provided by the applicant.

Assessment of Alternatives – Ramarama Interchange

- 3.6 In accordance with requirements placed on a territorial authority under Section 171(1)(b) of the RMA, Appendix K of the applicant's AEE comprises an assessment of Alternatives for key elements of the P2B improvements, undertaken as part of the business case approach for the Detailed Business Case for Papakura to Bombay. This includes discussion of constraints and alternative options considered for the three key interchanges on the P2B route.
- 3.7 While I am mostly satisfied with the level of information presented in relation to the analysis of options and alternatives that has informed the choices of preferred options for key elements of the project, I note that some prior option and

alternatives sifting has taken place as part of the predecessor business case work. This includes the discarding of options for full or partial closure of the Ramarama Interchange, which I raised with the applicant as part of my initial review of the P2B project proposals, noting that the proximity of the new Drury South interchange to the Ramarama Interchange presented the risk of duplication of transport functions.

- 3.8 Based on forecast traffic levels for 2048, the applicant's assessment indicates that the Ramarama Interchange would continue to carry around 53% of the traffic levels that are expected to use the Drury South interchange, indicating that the Ramarama Interchange would continue to be reasonably well used. However, I consider that the case for retaining the Ramarama interchange should be premised not on its level of traffic usage but on it fulfilling a strategic function in the context of the future transport network, which is not substantially duplicated by the new Drury South Interchange. Specifically, its legacy function was to provide local connections to the rural hinterland in the vicinity of the interchange, while its emerging function is to cater for enhanced intra-regional connectivity to the Drury South urban extension.
- 3.9 Following further information requests and discussion with the applicant, I am satisfied with the proposal to retain and improve the Ramarama Interchange, subject to:
- its predominant future function being to cater for intra-regional connectivity at the southern end of the Drury South urban extension; and
 - ensuring that future land use zoning in the immediate vicinity of the interchange does not allow for inappropriate development to occur away from key urban centres, which may serve to compromise the safe and efficient operation of the interchange in the longer term.

Assessment of operational transport effects

- 3.10 As confirmed in Chapter 3 of the ATE, the applicant's traffic modelling assessment for the NOR project utilises the Southern Sector SATURN traffic model developed by Auckland Transport, which has similarly been used by the Strategic Growth Alliance (SGA) for recent assessments of strategic land use and transport proposals in South Auckland. Modelling assessments of individual intersections have been undertaken using the SIDRA software traffic modelling package, using input flows from the SATURN models.
- 3.11 The ATE also confirms assumptions that have been adopted in the traffic modelling assessment, including delivery of planned rail improvements, the Pukekohe Arterials projects and the Mill Road corridor upgrade, as a limited access urban arterial road. I note continued uncertainty in relation to the timing of the latter two of these projects and I understand that at the time of writing, the design and form of the Mill Road upgrade project are still subject to further development, following its inclusion in the Government's current Roads of National Significance plan.
- 3.12 I consider that the future Mill Road upgrade to the northeast of NOR 5 in particular could have a key influence on the future function and performance of the east-west connection enabled by NOR 5, and in turn, appropriate route form and the forms of key intersections.

- 3.13 Notwithstanding this, I accept the methodology adopted by the applicant for the traffic modelling and assessment of operational transport effects, which have been used to determine the key conclusions of the ATE.
- 3.14 As part of my review, I requested additional traffic modelling of key intersections within the NoR designations, to confirm the deliverability of fit for purpose solutions in terms of capacity and safety. This included confirming the ability of intersections to operate within capacity without resulting in adverse safety or operational issues, such as generating queue lengths in excess of the available road length of motorway off-ramps or between consecutive intersections.
- 3.15 I raised particular concern in relation to capacity constraints at the Bombay interchange, which is dependent on the safe and efficient operation of the intersections of the motorway ramps with the Mill Road over-bridge, to avoid the build-up of tailbacks on the off-ramps extending as far as the mainline of the motorway. While traffic modelling results indicated unrepresentative queue lengths being accommodated on the over-bridge, I am now satisfied that, in practical terms, any resulting build-ups in traffic at these intersections can be safely accommodated on the interchange off-ramps, without adversely impacting on traffic exiting the mainline of the motorway.
- 3.16 Overall, I am satisfied with the outcomes of traffic modelling assessments provided by the applicant.
- 3.17 In terms of other key elements of assessment of operational transport effects, I additionally requested further assessment of safety and operational effects of the following key aspects of the P2B project:
- Safety and operational effects on motorway mainline between interchanges
 - Assessment of merges and diverges of motorway interchanges

The above assessments have confirmed that the motorway interchange merges and diverges generally operate at a good level of service (A to C) during peak periods in the assessment year of 2048, while the north-facing ramps of the Bombay interchange operate closer to capacity with a level of service C/D. The latter level of service still reflects traffic entering and exiting the motorway at the Bombay interchange at typical operating speeds of 88 to 90 km/hr, which is within capacity and not likely to result in any significant queuing

- 3.18 Overall, I am satisfied with the outcomes of these assessments and the methodology adopted for them.

Assessment of Safety

- 3.19 As part of the ATE and subsequent responses to Further Information Requests, the scope of safety assessment associated with the NOR proposals include the following:
- Review of crash history, including breakdowns by location, crash type and severity

- Review of KiwiRAP safety risk ratings
- 3.20 In terms of key findings, the ATE notes relatively high proportions of crashes currently occurring at the Ramarama and Bombay interchanges, which are expected to be alleviated through improvements to the intersection layouts.
- 3.21 The ATE acknowledges potential new safety risks may result from the P2B project, due to the addition of new interchanges and intersections, namely the new Drury South interchange and the new intersections at either end of NOR 5, with Great South Road and Quarry Road respectively.
- 3.22 In terms of the overall effects of the P2B project on safety, the ATE confirms that higher traffic volumes are expected to contribute towards increased safety risk, which applies to the mainline of the motorway. However, this risk is expected to be offset to a degree by the provided increase in capacity and other geometric features of the improved motorway, which would be expected to contribute towards reductions in both crash numbers and severities.
- 3.23 In addition, increases in motorway traffic are expected to be accompanied by reductions in traffic on some parallel running roads. While this effect could contribute towards a reduced crash risk on these roads, this could be countered to a degree by increases in vehicle speeds. However, as a whole, the P2B project is expected to contribute towards improved safety and reduced crash risk within the study area.
- 3.24 Overall I am satisfied with the outcomes of the safety assessment and methodology undertaken for it.

4.0 Assessment of transportation effects and management methods

Future Network Capacity and Operation

- 4.1 The existing Southern Motorway between Drury and Bombay comprises 2 running lanes in both directions, with an additional southbound climbing lane approaching the Bombay interchange, and currently suffers increasing unreliability and unpredictability in journey times, as well as increased safety risk. The provision of an additional running lane along this section of motorway will provide capacity for future growth, as well as improved and more predictable journey times and improved safety.
- 4.2 The existing Ramarama interchange operates well within its operational capacity, its legacy function being to serve rural hinterland in the immediate vicinity of the interchange, which includes catering for heavy truck traffic from the quarry located between Drury and Ramarama. However, as a result of increased development to the south of Drury, the emerging predominant function of the Ramarama interchange is to cater for access to the southern end of this area. Whilst the interchange is expected to cater for continually increasing traffic following delivery of the P2B project, it will continue to operate well within its operational capacity.

- 4.3 The existing Bombay interchange currently experiences peak hour congestion at the intersections with the ramps on either side of the Mill Road overbridge, which results in increasingly long tailbacks along the interchange ramps and in turn, an increased safety risk for traffic exiting the motorway at high speeds. While there are interim plans to upgrade the interchange intersections on either side of the overbridge from priority control to signal control during 2024, in advance of adding a duplicate overbridge as part of the NoR works, these intersections will remain critical to the safe and efficient operation of the interchange as a whole.
- 4.4 The new future Drury South Interchange, in combination with the new east-west link enabled by NoR 5, will primarily cater for traffic accessing the new urban extension to the south of Drury, in combination with the existing Drury and Ramarama Interchanges. The Drury South interchange will provide further relief to the existing interchanges and an enhanced strategic function within the wider transport network following the addition of future arterial road connections into Pukekohe and to the east of Papakura.
- 4.5 The current P2B proposals envisage at-grade intersections along the route of NoR 5 adjoining the new Drury South Interchange, which I consider to be consistent with the expected form for a future intra-urban arterial road. This aligns with proposals under development for future onward road connections to Pukekohe and Papakura, which are currently envisaged as arterial roads, while previous proposals envisaged expressway standard roads, a typical form for which would more likely have comprised grade separated intersections at less regular intervals.
- 4.6 Overall, I am satisfied that the capacity provided by the proposals currently envisaged under the P2B NoRs will allow the future road network to function safely and efficiently in the context of future growth expected within the South Auckland sub region.

Provisions for active travel mode users

- 4.6 There are currently no provisions for pedestrians and active mode users along the existing motorway corridor between Drury and Bombay, although there are some existing pedestrian footpaths along Maketu Road and Ararimu Road, adjacent to the Ramarama Interchange. The proposed SUP thus provides a new route for active mode users along which there is no evidence of existing travel demand or apparent desire lines for such users.
- 4.7 The proposed SUP would provide a continuous linkage with the existing section of SUP between Papakura and Takanini, which is used by a mix of trips for leisure and trips for more practical purposes such as commuting, with an average of 220 daily trips in 2023. It is considered that similar usage could be expected on the P2B SUP, with growth expected to occur over time commensurate with increased urban growth in the adjoining area.
- 4.8 The SUP will include grade separated pedestrian and cycling routes at the Drury South and Ramarama Interchanges, and at-grade connections with the overbridge for the Bombay Hills interchange. Connections to the SUP at all interchanges will provide onward access for active mode users along all interchange roads. Overall, the general arrangement plans for the SUP and levels

of connectivity provided are considered to be appropriate to enable integration of the SUP into future walking and cycling networks.

Interdependency of Pukekohe Transport Network NoRs with P2B NORs

4.9 I note that two planned future road corridors serving Pukekohe from the SH1 Southern Motorway would require the P2B new roading provisions to be in place, namely:

- **Drury-Pukekohe Link** – a 2-lane arterial road connection, including active transport facilities on one side, between Great South Road and the future Pukekohe North – East Arterial on the north side of Pukekohe. The connection to Great South Road is considered to have a high interdependence on the delivery of P2B NoR 5.
- **Mill Road and Pukekohe East Road Upgrade** – upgrade to a 4-lane arterial road between Bombay Hills interchange and eastern Pukekohe, including active mode transport facilities on the southern side of the corridor. The connection to the Bombay Hills interchange is considered to have a high interdependence on the delivery of P2B NoR 3.

4.10 As noted in section 3 of this report, the above two future roading projects have been taken into account in the modelling of the future performance of the P2B improvements, on the basis of being constructed more than 10 years into the future, after the anticipated construction of the P2B projects.

Other Strategic Transport Proposals impacting on P2B section of Southern Motorway

4.11 The following additional transport proposals have been identified which are considered likely to influence strategic transport journeys within the P2B study area and have been taken into account within the transport modelling work undertaken:

- Mill Road (Drury to Papakura) Corridor
- Southern Rail line improvements between Papakura and Pukekohe, including electrification, new stations and eventual four-tracking

4.12 The addition of the Mill Road corridor is expected to add new trips to the P2B road network, associated with further growth within the area, albeit this corridor is also expected to provide relief to parts of the network, such as the existing Drury interchange and Great South Road through Drury and Papakura.

4.13 I understand that, unlike the Pukekohe arterials noted above, route protection has not been sought for the Mill Road corridor to Papakura at the time of writing. In the event of route protection being sought for the full length of the corridor in future, I recommend that further assessment should be undertaken of the impact that the Mill Road corridor would be expected to have on the future function and operational performance of the new route enabled by NoR 5 and the Drury South interchange enabled by NoR 2.

- 4.14 The electrification of the Southern Rail line is also expected to provide relief and serve as a means of managing travel demand to parts of the road network within the sub region.
- 4.15 I recommend that future work should give due consideration to appropriate phasing for the P2B projects and other projects in the adjoining transport network identified above, subject to emerging factors such as NoR approvals, funding availability and future policy direction.

Construction-related traffic effects

- 4.16 The ATE confirms that construction-related traffic effects will be managed by means of a Construction Traffic Management Plan (CTMP) and that future site access points and temporary traffic management controls will be in accordance with the NZTA code of practice for temporary traffic management (CoPTTM). The Draft NoR conditions include conditions for a prospective CTMP, which I deem to be acceptable and appropriate in scope.
- 4.17 Given the strategic importance of the SH1 Southern Motorway corridor and high traffic volumes, I support the adoption of a travel demand management approach towards managing and mitigating against adverse traffic effects associated with the construction works. Key elements of such an approach should include, but not be limited to early dissemination of information in relation to the construction works within the public domain and promotion of alternative travel modes, alternative travel routes or travel at alternative times of day, where appropriate.
- 4.18 I additionally recommend conditions to establish and monitor minimum network performance parameters to be achieved during the construction phase, such as maximum increases in journey times along the motorway, at key interchanges and along any diversionary routes or other routes otherwise affected by the works. In the event of thresholds being exceeded, Travel Demand Management (TDM) measures should be implemented.

5.0 Submissions

- 5.1 Following notification of the NORs on 14 June 2024, the period for submissions closed on 15 July 2024. A total of 22 submissions were received across the five NoRs, the majority of which raised comments on multiple NoRs.

In addition, the NoRs were introduced to Franklin Local Board at a Local Board Workshop on 23 July 2024, and following a subsequent Local Board meeting on 27 August 2024, they submitted comments in support of the NoRs. These are summarised later in this section of my report.

The number of submissions relevant to individual NoRs are summarised as follows:

NoR	No. of submissions	Submissions including Transportation comments
NoR 1: Alteration to SH1 Designation 6706 <i>SH1 Takanini Interchange to south of Quarry Road, Drury</i>	9	4 (44%)
NoR 2: Alteration to SH1 Designation 6700 <i>SH1 south of Quarry Road to Bombay Road</i>	12	6 (50%)
NoR 3: Alteration to SH1 Designation 6701 <i>SH1 Bombay Road to Mill Road (Bombay Hills) Interchange</i>	13	6 (46%)
NoR 4: Shared User Path (SUP) <i>Parallel to SH1 corridor between Drury and Bombay</i>	14	6 (43%)
NoR 5: Drury South Interchange Connections <i>East-west link, Great South Road to Quarry Road</i>	9	3 (33%)

Note that within the above numbers of submissions, some submissions are counted more than once, on account of referring to more than one of the NoRs.

5.2 The following sub-sections summarise transportation related comments raised in the submissions. These are grouped according to submissions which covered all five of the NORs, followed by those specific to individual NORs, or combinations of individual NoRs.

Submissions covering all NORs

5.3 **Auckland Transport Submission**

AT's overall position towards the package of NoRs is of support, while they indicated 'support in part' or 'opposition' towards certain specific elements and have proposed new and amended conditions in such instances. Key issues and requests raised in their submission included the following:

- **Local road network (operational integration) – Support in part**

*AT seeks to ensure that the designations will enable suitable and safe transitions between State Highways and local roads, which may include upgrades and improvements if appropriate. To this end, AT have proposed an amended condition for NZTA to prepare a **Network Integration Plan (NIP)** in collaboration with AT, which will include:*

- *Details of proposed physical works at the interface between the State Highway and local road network*
- *Addressing of any planning and design matters.*

Particular locations of identified issues to be addressed through a NIP include:

- *Active mode connections at Quarry Road*
- *Transport connections at the proposed new Drury South interchange with the local road network and Drury South Precinct*
- *Transport connections at the upgraded Ramarama Interchange*
- *Transport connections at the Bombay Interchange and Mill Road Bridge*

I support the proposed condition for a NIP as put forward by AT.

- **Local road network (construction impacts) – Support**

AT supports a pre-construction condition requiring NZTA to consult with AT on temporary effects of the works on the local road network during the construction phase. AT further supports a CTMP condition regarding maintenance of access to private properties and/or private roads.

I support the above condition as put forward by AT.

- **Designation Review: Proposed condition GC.3**

AT proposes an amendment to condition GC3 to review the extents of designations to confirm any areas of designated land that the Requiring Authority no longer requires for the ongoing operation, maintenance or mitigation or effects of the project. Any such parts identified shall be removed from the designation accordingly.

I support the above condition as put forward by AT.

- **Network Operational Activities and Designation of Local Roads within NoR Designations**

To ensure their ability to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the NoR designations, AT requested conditions to ensure that local roads within the NoRs are designated.

AT additionally requested condition amendments to ensure that NZ Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.

I support the above condition as put forward by AT.

- **Other NoR specific requests**

- **NoR 1 / NoR 4** – *A Retaining wall is required along SUP adjacent to Quarry Road. AT requested confirmation as to whether the proposed structure would be maintained by NZTA.*
- **NoR 3** – *AT requested Confirmation of Access arrangements to wetland within NoR 3, located to the south of Great South Road and west of the Southern Motorway, adjacent to the accessway to St Stephens School. Options include maintenance access via the private access at 1832 Great South Road, or via a separate easement.*

I support the above requests as put forward by AT.

5.4 **Franklin Local Board Submission**

Franklin Local Board supported the NoRs and approach taken towards minimising effects on community assets, such as Ramarama Hall and established businesses. The Local Board additionally made the following recommendations:

- *That Waka Kotahi / NZ Transport Agency work with other major projects and plans in the area to ensure that planning for facilities such as cycleways does not create duplication of effort and investment.*
- *That the SUP should follow the eastern side of the motorway, for ease of access to substantial business and residential development which would ensure optimum use.*

While locating the SUP on the eastern side of the motorway would provide opportunity for more convenient access to the new urban area between Ramarama and Drury South, NZ Transport Agency's Assessment of Alternatives favoured the western side of the motorway, for consistency with the existing length of SUP further north. In addition, there are constraints on the eastern side of the motorway further to the south, due to the location of Bishop Selwyn cairn near to where Bombay Road crosses the motorway reserve.

Relocating the SUP between eastern and western sides of the motorway at locations independent of interchanges and other existing road overbridges would be expected to be a prohibitively high infrastructure expense.

However, I consider that the current SUP design enabled by NoR 4 includes reasonable opportunity for active mode users to access the SUP from the new Drury South urban area, with sections of shared user path crossing the motorway at the Ramarama and new Drury South interchanges, as well as an access point onto Quarry Road.

Overall, I concur with the findings of the requiring authority that the western side of the motorway represents the optimum location for the SUP.

5.5 **Drury South Limited Submission**

Drury South Limited (DSL) owns 257 ha of land within the South Drury Industrial Precinct, on which industrial and mixed-use development is already well underway. This includes land that is both subject to and adjacent to the spatial extent of NoR 2 and NoR 5, which are hence the primary interest of DSL, however their submission relates to all 5 of the NoRs.

While DSL's overall position towards the NoRs is one of support, they request the following:

- **NoR 5 – Extension of designation footprint eastwards to Fitzgerald Road,** *to enable a direct connection between Fitzgerald Road and State Highway 1 and better integrate the Drury South Interchange into the precinct and the existing established transport network.*

I note that current proposals for the Drury Centre Precinct will include provisions for an onward connection to Quarry Road. It is not clear to me from

DSL's submission as to whether the potential new intersection on the route of NoR 5 with Fitzgerald Road would be an alternative to a connection to Drury Centre via Quarry Road or an additional intersection point. In the absence of any traffic modelling evidence to fully assess the operation of the wider network under this alternative proposed scenario, I am unable to concur that it would result in overall better outcomes for the adjoining network around the new Drury Precincts.

I note that an eastward continuation of NoR 5 would form part of the Mill Road corridor designation to the east of Papakura, proposals for which I understand are still under development by NZ Transport Agency. The latest information available confirms that the Mill Road extension is expected to take the form of a limited access arterial road. Confirmation of locations and forms of key intersections along this route would be subject to further work by NZ Transport Agency.

Based on information available to date, I am not in a position to confirm support towards a future direct connection between NoR 5 and Fitzgerald Road.

- **NoR 4 and NoR 5 – Reduced Lapse period from 20 years to 10 years**
NoRs 1, 2 and 3 – Condition imposed to require works to be undertaken within 10 years

DSL's justification for the proposed reduction in the lapse period for NoRs 4 and 5 is that full build out of the Drury South Industrial Precinct is expected to be complete in the next 5 years. They cite a similar rationale for the condition to be imposed on NoRs 1, 2 and 3.

I do not consider DSL's rationale to constitute an appropriate basis to alter or impose conditions on the lapse periods, as the lapse periods do not in and of themselves drive the delivery of the projects, which is subject to strategic decision making, including confirmation of funding availability.

NoR 1: Alteration to SH1 Designation 6706

5.6 Auckland Transport Submission

See Comments under paragraph 5.3.

5.7 Drury South Limited Submission

See Comments under paragraph 5.4.

5.8 Puiz Trust Submission (Owner of 1159 Great South Road)

The submitter's overall position towards to NoRs is one of opposition, even though they are accepting of the project's objective to alleviate congestion on State Highway 1.

The submitter's cited primary reason for objection is the extent of the designation boundary, which they consider to be significant in the area encompassing their property, while the need for the extents requested is not well explained. They

consider that the designation extents requested is not consistent with the typical cross-section diagram presented in the Stage 2 Design Construction Report.

The Requiring Authority's ATE does not provide particular detail in relation to effects on property access and maintaining access to land holdings, other than to state that the project will generally not affect property access.

Any potential modifications to site access and parking arrangements will be examined on a case by case basis during the Outline Plan of Works (OPW) phase. Any new or modified property or landholding access and parking arrangements should be designed in accordance with appropriate requirements of the Auckland Unitary Plan Transport Chapter. These include conforming to vehicle access control requirements and ensuring the provision of adequate on-site space for parking / loading and manoeuvring, to negate the need to reverse onto or off an arterial road or a road otherwise subject to a vehicle access restriction.

As part of the OPW phase, it will be standard practice to adjust designation lines according to sections of property land that are not required, thus reinstating such areas of land to the original property titles, if and where appropriate.

5.9 *BRO Tonganui Submission*

See comments under paragraph 5.28, as the submitter comments in question relate primarily to the SUP proposed under NoR 4.

5.10 *Kiwi Property Holdings No. 2 Ltd*

The submitter has significant landholdings within Drury Centre Precinct Area. While the submitter is generally supportive of the NoRs, their submission outlines the following key areas of concern:

- How the NORs support future urbanisation of land within Drury East and Drury South, in a manner consistent with the underlying precincts. The Submitter's key concern is ensuring that the roading infrastructure to be altered or provided for through the NORs is well integrated with and supports development enabled within the Drury Centre precinct and the broader Drury urban area.*
- How NoR 1 and NoR 4 will support the provision of a future connection from the SUP along the SH1 Southern Motorway to a future cycleway to be constructed along Great South Road.*

The submitter requests the following:

- That the NORs be approved and, if necessary, conditions imposed in order to ensure that the NORs are well integrated with, and support, development enabled within the Drury Centre Precinct.*
- Such alternative or other relief or consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission.*

In the absence of more specific concerns or problem locations being provided by the submitter, I am unable to provide location specific comments in response.

However, the new roading provisions enabled under the NoRs are consistent with the roading and transport provisions referred to within the Unitary Plan Precinct Plans for Drury East and Drury South, which have been subject to assessment through work undertaken by the Strategic Growth Alliance. I consider that the new urban area of Drury as a whole will be well served under the proposals enabled by the P2B NoRs, which will result in a total of three interchanges from the Southern Motorway providing access to the expanded urban area.

I would expect strategic road access to the newly expanded urban area of Drury to be further enhanced by the future provision of the Mill Road corridor to the east of Drury and Papakura. However, this is outside the scope of the P2B NoRs and I would expect future delivery of this road corridor to be appropriately phased with future urban growth in the area adjoining this new road link.

As noted under paragraph 5.3, I support the condition proposed by AT for a Network Integration Plan (NIP), to identify any works or improvements required to enable suitable transitions between State Highways and Local Roads. This is expected to include appropriate connections of the SUP under NoR 4 to the adjoining road network. However, a connection between the northern end of the SUP and Great South Road is beyond the geographical scope of NoR 4 and is expected to be covered by works associated with Stage 1 of P2B.

NoR 2: Alteration to SH1 Designation 6700

5.11 Auckland Transport Submission

See Comments under paragraph 5.3.

5.12 Drury South Limited Submission

See Comments under paragraph 5.4.

5.13 NZ Storage Holdings Submission

NZ Storage Holdings' submission raised concern in relation to the impact of the NoR proposals on their combined holding of 30 properties on 124.5 hectares of land, most of which lie to the west of the Ramarama interchange, while 2 lie to the northwest of the proposed location for the new Drury South Interchange.

While the submitter supports the overarching aim of the NoRs, to alleviate congestion on State Highway 1, they consider that the NoR proposals in their current form do not adequately address the effects on affected properties and constrain the ability to access, develop and operate businesses on the land.

See comments under paragraph 5.8.

5.14 P Gavri & M Gavri Submission

The submission raised concern in relation to the impact of the NoRs on Hillview Road, including the access to property #113 Hillview Road, particularly during the construction phase.

The applicant's ATE does not identify any transportation impacts on Hillview Road as a result of the NoR projects.

While the ATE does not provide outline details for a prospective Construction Traffic Management Plan (CTMP), including potential diversionary routes for the Southern Motorway, it is conceivable that, as a parallel running road to the Southern Motorway, Hillview Road could be a viable candidate as a diversionary route. However, a full CTMP is not expected to be developed until after approval has been granted for the NoR projects to proceed.

The physical extents of the future motorway widening works do not overlap with Hillview Road, thus no long-term changes or transportation effects have been identified which would be expected to adversely impact the function or operation of Hillview Road.

5.15 *Sain Family Trust (Owner of 1329 Great South Road)*

The submission is substantially the same as that submitted by Puiz Trust (see my comments under paragraph 5.8).

5.16 *Puiz Trust*

The submission is the same as that lodged by the Puiz Trust under NoR 1 (see my comments under paragraph 5.8).

NoR 3: Alteration to SH1 Designation 6701

5.17 *Auckland Transport Submission*

See Comments under paragraph 5.3.

5.18 *Drury South Limited Submission*

See Comments under paragraph 5.4.

5.19 *Z Energy Submission*

The submission's position is in opposition to NoR 3, on account of the encroachment of the NoR designation on the site area, resulting in the loss of site features and facilities, thus necessitating significant changes to the layout of the site. The submitter also raised concerns in relation to the ability to retain 24/7 vehicle access to the site during the construction phase and questioned the effectiveness of proposed conditions, being reliant on further information being sought, including via the submission of management plans to address effects.

The applicant anticipates that the layout changes will include demolition, removal or relocation of all site facilities, a redesign of the store and canopy over the refuelling forecourt and a redesign of vehicle access and manoeuvring arrangements.

See comments under paragraph 5.8.

In accordance with the proposed CTMP conditions, appropriate means of maintaining vehicle access to the site will be considered for the construction phase.

5.20 Haribhai Master (1975) Trust Submission

The submission is on behalf of land bounded by NoRs 3 and 4, bordering the Mill Road interchange to the northwest, and opposes NoR 3 and NoR 4 in their entirety.

The submitter seeks that the extent of the designation be amended to avoid the need for any land take from their site, or else minimise the required land take to the greatest extent possible, limiting this only to areas necessary for the permanent maintenance and operation of the proposed work, with construction areas identified as such.

The submitter is concerned that NOR 3 has the potential to create unacceptable adverse effects on ingress and egress from the site that will significantly impact access and use of the property, as well as the ability plan for the future use of the site.

The site's only access is located on the Mill Road frontage, at the western end of the site. As the site is currently used for horticultural purposes, a large range of vehicle types (including trucks) need to access the site. The current access has full turning capacity (i.e. left in and, left out and right in, right out) and provides sufficient room for all movements to occur.

See comments under paragraph 5.8.

As per the proposed Draft NoR Conditions, the CTMP will include methods to maintain vehicle and/or pedestrian access to private property and/or private roads where practicable, or to provide alternative access arrangements where it will not be.

5.21 Bone 187 Limited Submission

The submission is on behalf of a landowner for several individual properties which provide for rural production activities, bordering Mill Road along its southern boundary and NoR4 along its northeastern boundary.

While the land-take along the combined site's southern boundary for the future widening of Mill Road is small, the submitter raises concerns in relation to the impact on parking for employees, loading and servicing activities and vehicle manoeuvring.

See comments under paragraph 5.8.

In accordance with the proposed CTMP conditions, appropriate means of maintaining vehicle access to the site will be considered for the construction phase.

5.22 BP Oil NZ Limited

The submission is on behalf of the existing BP Connect service station site at 216 Mill Road, and whilst supportive of the principle of NoR 3, is overall in opposition to the NoR, citing inadequate assessment of the adverse effects upon the BP Connect site.

Specific concerns raised by the submitter include uncertainty over the construction period and duration and concern that construction activity may impact upon vehicle access to the site. I consider that these issues will be appropriately addressed prior to the construction phase, as part of a CTMP.

NoR 4: Shared User Path (SUP)

5.23 Auckland Transport Submission

See Comments under paragraph 5.3.

5.24 Drury South Limited Submission

See Comments under paragraph 5.4.

5.25 NZ Storage Holdings Submission

See Comments under paragraph 5.13.

5.26 Sain Family Trust (Owner of 1329 Great South Road)

The submission is substantially the same as that submitted by Puiz Trust (see my comments under paragraph 5.8, under submitters on NoR 1.

5.27 Puiz Trust

See Comments under paragraph 5.8.

5.28 BRO Tonganui Submission

The submitter has an interest in the land encompassed by #1121 Great South Road in Drury, which is bounded by Great South Road on its western boundary and the Southern Motorway on its eastern boundary.

While the submitter supports the provision a SUP in principle, as proposed under NoR 4, the following key transportation related issues were raised in their submission:

- They questioned the level of explanation provided as to the rationale for the SUP*
- They requested a reduction in the proposed lapse period from 20 years to 10 years, due to the anticipated timescale of 10+ years for the rezoning and redevelopment of their land, based on the Auckland Future Development Strategy (FDS).*

I similarly agreed that the ATE and Assessment of Alternatives provided by the Requiring Authority did not provide sufficient information in relation to the expected functions and usage of the SUP and consequently requested further

information to this effect. The response received from the Requiring Authority included the following further details in relation to the rationale for the SUP:

- **Trip Purposes:** The SUP is expected to accommodate a range of trip purposes, including but not limited to leisure activities, commuting, and practical or everyday utility trips, thereby serving to promote active modes of transport and provide a safe and convenient route for active mode users.
- **Connections with interchanges:** The intended transport functions of the SUP are designed to align well with the connections provided at key interchanges and other locations along its route, thereby encouraging sustainable travel choices along the P2B route.
- **Travel Demand Management:** To enhance the use of the SUP and encourage modal shifts from car trips, various travel demand management measures may be proposed.
- **Expected Usage:** Data taken from AT's automated counters for the completed Southern Path between Takanini and Papakura confirmed an average of 220 daily trips in 2023, including 120 pedestrian trips and 100 cycle trips. The Requiring Authority estimates that comparable and higher numbers of trips could be expected over the P2B SUP subject to continued urban growth of the adjoining area over time.

Based on the above information, I consider that sufficient information has been provided in relation to the rationale for the SUP.

In response to the submitter's proposed reduction to the lapse period, as noted earlier, an earlier lapse period does not in and of itself influence an earlier delivery timeframe for the proposed works. Rather, delivery of the SUP and other roading works enabled by the NORs will be driven by more strategic factors such as transport policy decisions and availability of funding.

5.29 ***Kiwi Property Holdings No. 2 Ltd***

See Comments under paragraph 5.10.

5.30 ***Haribhai Master (1975) Trust Submission***

See Comments under paragraph 5.20.

5.31 ***Bone 187 Limited Submission***

See Comments under paragraph 5.21.

NoR 5: Drury South Interchange Connections

5.32 ***Auckland Transport Submission***

See Comments under paragraph 5.3.

5.33 *Drury South Limited Submission*

See Comments under paragraph 5.4.

5.34 *Parker C Submission*

The submitter, who is resident at 1823 Great South Road, appears to in fact be referring to the SUP proposed under NoR 4, stating that Great South Road would be a more cost-effective option for the cycleway.

While a cycleway along Great South Road would reduce the land-take parallel to the Southern Motorway corridor, it would be likely to be a less attractive route for encouraging new uptake of travel by active modes, with an increased safety and operational risk on account of potential for conflict with vehicular traffic. The proposed new segregated route would eliminate such safety and operational concerns and is more likely to encourage travel by active modes.

5.35 *Kiwi Property Holdings No. 2 Ltd*

See above response under paragraph 5.10.

6.0 Conclusions and recommendations

6.1 Further to reviewing supporting information for the five P2B NORs, with regards to their acceptability in transportation engineering terms, I consider that the NORs meet the Resource Management Act requirement to be 'reasonably necessary' to accommodate future travel demand associated with future growth within the South Auckland sub-region.

6.2 I consider that the NoRs will enable projects which are capable of delivering the expected benefits and ensuring desired transport outcomes whilst enabling appropriately staged growth within the sub-region, subject to recommendations and conditions which I have outlined below.

NOR Interdependency and Phasing

6.3 In the event that any individual NoR in the P2B package does not gain approval, the remaining NoRs may be unable to completely fulfil all of their transport objectives. This may additionally affect the deliverability of other future planned projects within the adjoining transport network, namely:

- The proposed **Mill Road (Drury to Papakura) corridor**, which requires completion of the east-west link to be provided by NOR 5 and the Drury South Interchange to be provided by NoR 2.
- The proposed **Drury – Pukekohe arterial road**, which similarly requires completion of the east-west link to be provided by NOR 5 and the Drury South Interchange to be provided by NoR 2.

- The proposed **Mill Road and Pukekohe East Road Upgrade**, which requires the upgrade to the Bombay interchange provided by NoR 3 to be in place.
- 6.4 I therefore recommend that all 5 of the P2B NoRs should be approved in their entirety. In the event that any individual NoR within the P2B package does not gain approval, I recommend that the Requiring Authority should undertake further work to:
- determine resulting transport effects across the wider network
 - if appropriate, identify any alternative approaches and options for achieving desired transport outcomes and supporting growth within the sub-region
 - re-assess other planned transport projects identified above, which are dependent on the delivery of the P2B projects.
- 6.5 While I understand that delivery timescales for both the P2B projects and other transport projects identified above are subject to uncertainty, I recommend that future work should be undertaken to determine appropriate staging for the delivery of transport projects within the sub-region, subject to factors such as NoR approvals, funding availability and future policy direction.
- 6.6 I note that at the time of writing, route protection for the Mill Road (Drury to Papakura) corridor has yet to be sought. I would recommend that in the event of route protection being sought, key elements of the adjoining P2B projects should be reassessed, namely the new route enabled by NoR 5 and the Drury South interchange enabled by NoR 2. The further assessment should seek to confirm the impact of the Mill Road extension on the future function and operational performance of these elements of P2B and thereby determine whether the envisaged form of future roading proposals remains fit for purpose.

Network Integration Plan (NIP)

- 6.7 I support the inclusion of a condition as proposed by AT, for NZTA to prepare in collaboration with AT a Network Integration Plan (NIP) for the Stage 2 P2B Project Area, to enable suitable and safe transitions between State Highways and local roads, which may include upgrades and improvements if appropriate. The NIP should include:
- Details of proposed physical works at the interface between the State Highway and local road network
 - Addressing of any planning and design matters.

AT Requests relating to Network Operational Activities and Designation of Local Roads within NoR Designations

- 6.8 I support the recommendations and associated conditions by AT, to ensure that local roads within the NoRs are designated, to ensure AT's ability to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the NoR designations.
- 6.9 I additionally support the condition requested by AT to ensure that NZ Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.

Network Performance Monitoring during construction

6.10 While I acknowledge the role of prospective CTMPs to identify future mitigatory measures for construction traffic effects, insufficient evidence has been provided to understand the scope and nature of problems to be addressed during the construction phase. I would recommend conditions to establish and monitor minimum network performance parameters to be achieved during the construction phase, including maximum increases in journey time and traffic volumes along key routes.

6.11 Appropriate performance monitoring measures for the construction phase should include, but not be limited to the following:

- Monitoring of travel times along key routes, including:
 - SH1 Southern Motorway
 - Any roads used as diversionary routes to the motorway
 - Any other roads in the adjoining network that are subject to significant traffic impact as a result of the construction works.

Appropriate thresholds for excessive travel times to be determined based on average travel times surveyed over the selected routes prior to the commencement of works.

- Monitoring of traffic volumes along the above routes

In the event of thresholds being exceeded, Travel Demand Management (TDM) measures should be implemented. Levels of Modal shift or uptake of any TDM measures should be monitored accordingly.

Other CTMP Conditions

6.12 I additionally recommend the inclusion of the following pre-construction conditions proposed by AT:

- *Requirement for NZTA to consult with AT on temporary effects of the works on the local road network during the construction phase.*
- *Requirement for maintenance of access to private properties and/or private roads.*

Auckland Council

Technical Specialist Report

Peer Reviewer:	Rebecca Skidmore, RA Skidmore Urban Design Ltd.
Area of Expertise:	Urban Design Landscape and Visual Effects
Date:	4 th September 2024
NoR Details:	SH1 Papakura to Bombay Stage 2 Notices of Requirement (5 NoRs)
Peer Reviewers Reference:	Council Ref. D.002400 My ref.: 23024

1 Introduction and Area of Expertise

- 1.1 I have undertaken a review of the Papakura to Bombay Stage 2 NoRs 1 – 5, on behalf of Auckland Council, in relation to the urban design and landscape matters.
- 1.2 I am an Urban Designer and Landscape Architect. I am a director of the consultancy RA Skidmore Urban Design Limited and have held this position for approximately twenty one years.
- 1.3 I hold a Bachelor of Science degree from Canterbury University (1987), a Bachelor of Landscape Architecture (Hons) degree from Lincoln University (1990), and a Master of Built Environment (Urban Design) degree from Queensland University of Technology in Brisbane (1995).
- 1.4 I have approximately 29 years' professional experience, practising in both local government and the private sector. In these positions I have assisted with district plan preparation and I have assessed and reviewed a wide range of resource consent applications throughout the country. These assessments relate to a range of rural, residential and commercial proposals. I have also reviewed a broad range of transport related notices of requirement.
- 1.5 I regularly assist councils with policy and district plan development in relation to growth management, urban design, landscape, character and amenity matters. This includes reviewing proposed NoRs. By way of example, between 2019 and 2021 I assisted Auckland Council with a review of the package of NoRs proposed by the Supporting Growth Alliance (the "SGA") relating to Drury arterials. In 2023-2024 I also reviewed the package of NoRs proposed by the SGA relating to Pukekohe arterials.
- 1.6 I am an accredited independent hearing commissioner. I also regularly provide expert evidence in the Environment Court and I have appeared as the Court's witness in the past.
- 1.7 In writing this memo, I have reviewed the following documents:
 - Landscape, Natural Character and Visual Assessment (Aurecon, rev. A, 17/02/24, Appendix H to AEE)

- Urban and Landscape Design Framework (Aurecon, June 2021, Appendix M to AEE);
- Proposed Conditions (Appendix L for each of the NoRs);
- The Section 92 response (dated 07/05/24) and an updated response (dated 25/05/24) including Attachment 7 (Landscape and Natural Character Assessment addendum) and Attachment 8 (Urban Design Assessment addendum); and
- Submissions

- 1.8 My review has also been informed by reference to: the AEE (Aurecon, 16/02/24); designation layout plans (Appendix B to AEE); and general arrangement plans (Appendix N to AEE). I note that the NoRs are not limited to the design outcomes depicted in the general arrangement plans. However, these are helpful to understand the rationale for the NoR alignments and the extent of the corridors proposed.
- 1.9 I carried out a site visit to view the corridor and surrounding context on 28/02/24.
- 1.10 I attended a meeting with the project consultants (online) on 19/04/24 to discuss Section 92 further information requests relating to landscape and urban design matters.

2 Adequacy of Information

- 2.1 The lodged NoR package of documents did not include an urban design assessment relating to the five notices of requirement for Stage 2 of the Papakura to Pukekura (Bombay) project ("P2B"). Rather it relied on the project-wide Urban and Landscape Design Framework ("ULDF") that was prepared in June 2021 and lodged with the Stage 1 NoRs. This document sets out a an overarching and broad brush design framework for the project rather than assessing potential effects arising from the proposed Stage 2 NoRs.
- 2.2 A Section 92 request was made for an urban design assessment to be provided to demonstrate how the proposed alterations to the existing designations and the proposed new designations will integrate with the surrounding context and meet the outcomes sought in the ULDF. An Urban Design Assessment (dated

21/05/24) was provided as an addendum to the Landscape, Natural Character and Visual Assessment. In my opinion, the additional assessment provided addresses the relevant matters sought in the Section 92 request.

- 2.3 The Landscape, Natural Character and Visual Assessment (the “LNCVA”) that was lodged with the NoRs provides a detailed analysis. The Section 92 request sought clarification on a number of matters that were addressed in the requiring authority’s response (dated 07/05/24). Further detail was sought relating to an analysis of the receiving environment and identification of landscape character types, together with an assessment of the potential effects associated with the NoRs on the characteristics identified. The additional ‘Landscape and Natural Character Assessment’ (the “LNCA”) (dated 21/05/24) was provided as an addendum to the Landscape and Visual Assessment. In my opinion, the additional assessment addresses the matters sought in the Section 92 request.

3 Summary Key Issues

- 3.1 From my review of all relevant material, key outstanding issues relate to:
- The extent of the designation boundaries and lapse times;
 - Connectivity;
 - CPTED;
 - Landscape character and visual effects associated with the Drury South interchange;
 - Landscape character and visual effects associated with the SUP crossing of Great South Road in the vicinity of St Stephens School;
 - Potential visual effects associated with noise barriers;
 - Landscape character and visual effects associated with construction work sites.

4 Requiring Authority Assessment - Overview

Urban Design Matters

- 4.1 An Urban and Landscape Design Framework (the “ULDF”) was prepared for the entire Papakura to Pukekura project as part of the Stage 1 NoR process. The overarching ULDF was lodged with this Stage 2 NoR (Appendix M to the planning report). It is a broad brush document that sets out an analysis of the existing corridor context (Section B) and identifies a design strategy for the corridor improvements (Section C). I note that Section D of the ULDF is not included in the document lodged with the NoR, but is referenced in the table of contents and was included in the document lodged with Stage 1. Section D sets out anticipated outcomes using a number of detailed annotated plans.
- 4.2 As noted above, further urban design analysis was sought and this was provided in the Section 92 response as an addendum to the LNCVA, Urban Design Assessment (the “UDA”).
- 4.3 Section 3 of the UDA describes the approach to analysing the existing and likely future environment, having regard to likely changes identified by either live zoning, Future Urban zoning or identification for urbanisation in the Drury-Opāheke Structure Plan. I agree with that approach. Table 3-1 provides a useful summary of the analysis of the baseline context for each NoR.
- 4.4 Section 4 of the UDA summarises from the ‘Assessment of Alternatives’ report, a number of considerations that were given to key elements of the Project that present urban design challenges.
- 4.5 Section 5 of the UDA provides an assessment of potential effects in relation to three factors: urban form and land-use effects; connectivity; and meeting the ULDF objectives. The assessment is set out in three groupings – NoRs 1 – 3, Nor 4 and NoR 5. While I do not agree with all the assessment findings and conclusions drawn, I think the assessment methodology is robust. Differences of opinion are detailed further in Section 5 below.

Landscape Matters

- 4.6 The LNCVA lodged with the NoR sets out a detailed analysis of the Project and associated effects. The purpose of the assessment, a summary of the Project and the assessment methodology are clearly identified in the preliminary sections of the report (Sections 1, 2 and 3). I agree that the methodology used is generally consistent with the guidance set out in “Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines” (Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022).
- 4.7 Section 4 of the report sets out a succinct and clear description of the existing and future environment within a range of 1,000m from the designation boundary (and shown in maps contained in Appendix D of the report). This section also highlights key patterns and features within the corridor and its context relating to: topography and hydrology; ecology; heritage values; and pre-European settlement.¹
- 4.8 Section 4.2 goes on to provide an analysis of ‘landscape and natural character types’ taken from the project-wide ULDF. However, I note that the categorisation set out in this document contributes to the ‘Vision’ for the corridor, rather than providing an analysis of the existing and anticipated future environment necessary to inform an assessment of effects. It sets out a broad design approach for different areas of the corridor, rather than identifying existing different character areas that form the context for considering the NoRs. A more detailed analysis to determine the character areas the corridor passes through was sought through the Section 92 request.
- 4.9 This additional analysis was provided as an addendum to the LNCVA, the “Landscape and Natural Character Assessment” (21/05/24). The analysis provided identifies 6 different landscape character types and includes a description and spatial mapping of these. In my opinion, this additional analysis is helpful to better understand the potential landscape character effects deriving from the NoRs proposed. Section 2 of the addendum sets out an analysis of potential landscape character effects in relation to each of these character types. Further comment in relation to aspect of the analysis provided is set out in Section

¹ I note that more detailed analysis of these features is set out in other technical reports contained in the NoR package of material.

5 below. The addendum also provides an additional assessment of natural character effects in relation each of the NoRs.

- 4.10 The main body of the assessment includes an overall assessment of landscape, natural character and visual effects (Section 5), an assessment of positive effects (Section 6) and an assessment in relation to each of the NoRs (Section 7 – NoRs 1-3 (alternations to SH1 designation), Section 8 – NoR 4 (shared user path), and Section 9 - NoR 5 (Drury South Link Road)). I note that the landscape and natural character assessment set out in Section 5.1 is now updated by the assessment set out in the addendum report. The assessment of visual effects comprises an analysis from 15 representative viewpoints in the surrounding environment along the corridor. A summary of the viewpoint analysis is set out in a table in Section 5.2.2. The adverse effects are assessed as ranging from moderate to no effect.
- 4.11 Section 6 of the report sets out an assessment of positive effects which are focussed on the operational effects (rather than the construction effects).
- 4.12 Section 7 sets out the detailed analysis in relation to the various NoRs. The analysis for each includes:
- An overview and description of the works proposed;
 - A summary of the existing and anticipated future receiving environment;
 - An assessment of effects during the construction phase, including a summary table identifying the magnitude of effect in relation to landscape and natural character effects and visual amenity effects and condition recommendations for each;
 - An assessment of operational effects also including a summary table following the above format;
 - An overall summary of effects assessment; and
 - Recommendations.
- 4.13 I agree with much of the analysis provided. Matters that I consider require further consideration or where my opinion differs are set out in Section 5 below.
- 4.14 Section 10 of the report includes both general recommendations regarding the requirement for an ULDMP for each designation and more specific

recommendations relating to the construction phase and operational phase of the Project, both generally and specifically in relation to each NoR.

5 Assessment of Effects and Management Methods

Urban Design

- 5.1 Following I set out a number of matters where there is a difference of opinion regarding potential effects and methods to mitigate these.

Extent of Designation Boundary

- 5.2 The 'urban form' assessment provided in the UDA is largely focussed on the character of the road network enabled within the proposed designation boundaries and the compatibility of that with surrounding land use patterns. The NoRs provide route protection for the intended multi-modal upgrading of the corridor. Actual works may not occur for some considerable time, with a 20 year lapse period being sought for the proposed new NoRs (4 and 5) and no lapse period required for the alterations to the existing SH1 designation (NoRs 1 – 3). The UDA does not address the extent of the proposed designation boundaries and the effects that result from this. While indicative layouts have been prepared to inform the NoRs and the accompanying assessments of effects, they do not necessarily represent the final design solution. The extent of the NoR boundaries enables flexibility to accommodate the outcomes sought for the road corridors and to accommodate stormwater management and the construction process. Condition GC.3 for each of the proposed designations requires the extent of the designation to be reviewed following completion of construction, in order to identify areas no longer required for the on-going operation, maintenance, or mitigation of effects of the Project.
- 5.3 Given the extended timeframe of the NoRs this could result in considerable uncertainty for adjacent land-owners and the potential land-use patterns adjoining the corridors. The established SH1 corridor already provide a strong feature passing through a range of existing and proposed urban and rural environments. The corridor creates a strong edge and barrier between environments. The extent of the designation boundaries, where they are particularly broad in places to

enable design flexibility, has the potential to adversely affect the efficiency of land-use in the surrounding environment (particularly in relation to a limited area of land zoned Future Urban). I note that the UDA assessment in relation to NoRs 1-3 recommends the use of vegetated embankments over retaining structures to create a vegetated buffer and visual screen between the motorway and adjacent land uses.² In my opinion, there may be locations where retaining structures are preferable in order to achieve a more constrained transport corridor and enable better land-use in the surrounding environment. In my opinion, the Urban and Landscape Design Management Plan (“ULDMP”) condition should be expanded to ensure consideration of the most appropriate edge treatment is considered in the design phase of the Project.

Connectivity

- 5.4 The primary purpose of the NoRs is to improve connectivity including better provision for pedestrians and cyclists, primarily through NoR 4. While improving capacity along the corridor, the NoRs will also facilitate better connectivity across the corridor.
- 5.5 There is an inter-relationship between the 5 NoRs, and being promoted as a single Project enables integration between the various components. For example, the Drury South interchange has a complex relationship between NoR 2, 4 and 5. The combined designation boundaries will result in a broad area of land dedicated to transport infrastructure. It will be very important that the different parts of the Project are co-ordinated to achieve an integrated design outcome. To achieve this I recommend that a cross reference to the various NoRs is included in the UDLF conditions for each of the NoRs to ensure a cohesive response is achieved. I also note that the condition requiring a UDLMP to be prepared prior to construction for a ‘Stage of Work’. In my opinion, a more integrated approach would be to require the UDLF to be prepared for the entire NoR prior to the commencement of construction for the first Stage of Work. It could then be updated/amended as required for subsequent changes if material factors change.
- 5.6 While the Drury South interchange will undoubtedly improve connectivity across the SH1 corridor in this location, the configuration of the Shared User Path (“SUP”)

² Section 5.1.2 p.15, Urban Design Addendum, Aurecon, 21/05/24

through the broad and complex intersection depicted in the general arrangement plans has the potential to be confusing for users. Particular consideration should be given to enhancing the convenience and legibility of the SUP connections through the interchange and this requirement should be captured in the UDLF conditions for the relevant NoRs.

- 5.7 In relation to NoR 4, the LNCVA report includes a recommendation to provide an active mode cross corridor connection between St Stephens School and the Selwyn Memorial Reserve³. While this is not recommended to mitigate an identified adverse effect, I agree that such a connection would provide improved connectivity. A response to this recommendation should be provided in evidence by the Requiring Authority.

CPTED

- 5.8 The UDA identifies potential CPTED issues for NoR 4 relating to the design of underpasses and overpasses and parts of the corridor where there are long distances between entry and exit points with limited passive surveillance. The report recommends a wayfinding and signage strategy (including distance markers provided at SUP connection points) is prepared at the detailed design phase of the Project. I agree and recommend that reference is made to this requirement either as a stand-alone condition or as part of the UDLF condition for NoR 4.
- 5.9 I also recommend that Clause (f) of the UDLF condition for each of the NoRs is expanded to reference “Bridging the Gap: NZTA Urban Design Guidelines” (2013). As currently drafted, the condition requires an **urban design** and landscape framework to be prepared. However, this clause only references planting guidelines and specifications as a reference. The Bridging the Gap document provides detailed and helpful design guidance for highway design, particularly in relation to supporting walking and cycling (with guidance around matters such as design of pedestrian paths, cycle lanes and paths, pedestrian and cycle bridges, underpass design, lighting and crime prevention).

³ Section 8.6, p 76, Landscape, Natural Character and Visual Effects Assessment, Aurecon, 17/02/24

Landscape

- 5.10 Following I set out a number of matters raised in the LNCVA where there is a difference of opinion regarding potential effects and methods to mitigate these.

Drury South Interchange

- 5.11 As noted above, a number of designations interrelate in this location (NoR2, NoR 4 and NoR 5). In my opinion, the UDLF condition for each (including NoR 4) should require a co-ordinated design approach between the different elements. While the different transport components may be delivered at different times, the design framework should anticipate the ultimate relationship between the different components.
- 5.12 The LNCVA identifies moderate adverse landscape character effects at the construction phase, reducing to low at the operational phase⁴. Adverse visual effects (analysis of visual effects set out in relation to representative Viewpoint 15) are assessed as moderate during construction and remaining so at the operational phase. The magnitude of adverse effects largely results from the requirements for earthworks and creation of embankments in a floodplain and proximate to sensitive waterways, together with the introduction of built infrastructure including bridge piers on the eastern side of the SH1 corridor.. The future open space use of the floodplain area contributes to the visual sensitivity proximate to the proposed infrastructure on the eastern side of SH1. The assessment report makes a number of recommendations to reduce the visual dominance of bridge structures in this location. I agree with the assessment provided and consider the UDLF condition should be more explicit about outcomes sought. I note that Section 10 of the LNCVA includes a number of detailed recommendations relating to the content of the ULDFs.

Crossing Great South Road – NoR 4

- 5.13 NoR 4 will include widening of the existing bridge over Great South Road to accommodate the SUP. Provision for extensive batter slopes will necessitate removal of scheduled trees defining the entrance driveway to St Stephens School

⁴ P.8, Landscape and Natural Character Assessment addendum, Aurecon, 21/05/24

as well as other vegetation on the embankment that currently screens views to the SH1 corridor from adjacent properties. The LNCVA includes a detailed visual assessment from representative viewpoints 7 and 8. For Viewpoint 7, the assessment concludes that adverse visual effects during the construction phase will be moderate and remain moderate at the operational phase. For Viewpoint 8 (closer to the St Stephens School entrance), the assessment concludes that adverse visual effects during the construction phase will be moderate-high, reducing to low at the operational phase. The analysis for this area of the NoR corridor doesn't follow through to the overall assessment for NoR 4, which finds that the adverse visual effects will be low during the construction phase, reducing to very low during the operational phase. In relation to landscape character effects, the addendum assessment finds that the adverse effect in relation to the education environment will be low-moderate during the construction phase, reducing to low during the operational phase. The assessment notes that replanting of driveway trees (with species to be confirmed and decided through consultation with the school and Mana Whenua) will reinstate the established amenity.

- 5.14 I do not agree with the assessment provided. In addition to the heritage value of the scheduled avenue of London Plane trees, the large mature trees collectively contribute to the landscape character of the area and contribute positively to the prominence and amenity of the school entrance and arrival experience. Replacement planting will take a considerable time to recreate the character that currently exists. In my opinion, adverse landscape character and visual effects will be high during the construction phase, reducing to moderate-high in the operation phase. Replanting with native species will not replicate and complement the avenue planting that remains.
- 5.15 Section 8.1 of the Assessment of Alternatives Report (Appendix K) outlines the two different design options that were considered for accommodating the SUP on the western side of the SH1 corridor: utilising a batter slope (Option 1) or utilising a retaining wall (Option 2). The report sets out the rationale for Option 1 as the preferred option.
- 5.16 In my opinion, the option promoted (Option 1) will result in significant adverse landscape and visual effects. In my opinion, further and more nuanced consideration should be given to possible alternatives to accommodate the SUP

without extensive batter slopes that necessitate the removal of numerous scheduled trees.

Noise barriers

- 5.17 Section 10 of the LNCVA sets out a number of recommendations to avoid, remedy or mitigate adverse effects. In relation to the operational phase (Section 10.2) a recommendation for all the NoRs is made to “avoid noise barriers and retaining walls where possible. If these are to be included, they should be designed to integrate into the localised environment to avoid visual prominence and adverse effects”. The ULDF conditions for each NoR do not specifically refer to the use and design of noise barriers. I have reviewed the Assessment of Noise and Vibration Effects (Appendix E) which concludes that only a small number of dwellings are predicted to receive noise levels that require mitigation (over and above low noise road surfaces). The report notes that any additional mitigation for these houses would be determined during the detailed design phase and may consist of barriers or building modification mitigation⁵.
- 5.18 Clarification of how the design of any required noise barriers would be addressed through the NoR conditions should be provided in evidence.

Construction work sites

- 5.19 Section 10.1 of the LNCVA also makes a number recommendations about the location and design of construction work sites. The proposed suite of conditions for each NoR includes the requirement for the preparation of a Construction Environmental Management Plan. However, there is no reference to the recommended matters identified in the LNCVA, set out in that requirements for the CEMP . Clarification of how the recommended measures to avoid adverse landscape character and visual effects will be addressed through the conditions should be provided in evidence.

⁵ Section 6, p. 10, Assessment of Noise and Vibration Effects, 16/02/24

6 Matters Raised in Submissions

- 6.1 I have reviewed the submissions received in relation to each of the NoRs. In some instances submissions address a number of NoRs.

Extent of NoR boundaries

- 6.2 A number of submitters raise concerns about the extent of the NoR corridors proposed, identifying the uncertainty this creates for future planning of land-use for properties. The lack of a lapse period for NoRs 1 – 3 and the 20 year lapse period sought for NoRs 4 and 5 is identified by some submitters as exacerbating this uncertainty. As set out in Section 5 above, I agree that the uncertainty created has the potential to result in adverse effects on the efficient use of land and land use patterns.
- 6.3 A number of submitters raise specific concerns about the extent of the proposed designation footprints in relation to their properties and existing infrastructure accommodated⁶. The submissions provide a detailed insight into the range of uses accommodated on properties (including rural properties) adjacent to the existing SH1 corridor and the way the activities are accommodated and provided for on these properties. As identified in Section 5 above, the NoRs provide generous corridors to provide flexibility for the future design of the transport infrastructure. A number of submitters draw attention to the generous areas provided to enable batter slopes and stormwater swales. As noted above, I consider that in some locations, retaining walls may provide a better design solution to enable efficient use of adjacent properties. The requiring authority should address in evidence these spatial concerns raised by submitters and identify the different design options that have been considered in relation to the specific property constraints identified in submissions.

⁶ Including Puiz Trust (NoRs 1, 2 and 4), BRO Tongaui (NoR 1 and 4), NZ Storage Holdings Ltd. And NZ Agrihub Ltd. (NoRs 2 and 4), Sain Family Trust (NoR 2 and 4), CR Vernon Trust (NoR 2 and 4), SJ and RE Allen (NoR 3), Button Land Holdings (NoR 3), Z Energy (NoR 3), Haribhai Master (1975) Trust (NoRs 3 and 4), Bone 187 Ltd. (NoR 3) and BP Oil NZ Ltd. (NoR 3).

Relationship to live consents and condition requirements

- 6.4 A number of submitters identify existing resource consents that fall within the proposed designation boundaries and the consent condition requirements to implement and maintain planting within these areas. For example, in relation to NoR 2, the submission by Drury Property Group LP, identifies the resource consent to enable establishment of the Hunua Falls residential neighbourhood. This resource consent enables diversion of the Roslyn Stream, which much of the physical works are now completed. The consent conditions require ongoing landscape maintenance and ecological enhancement works. The submitter seeks further clarification from the RA about the implications of the NoR on these ongoing obligations.
- 6.5 In a similar vein, in relation to NoR 3, submissions by Z Energy and Dutton Land Holdings raise concerns about the impact of the NoR on boundary planting that has been required by conditions of consent authorising activities on their properties.
- 6.6 The RA should address in evidence how the ongoing obligations to meet these consent condition requirements will be impacted by the NoRs.

Conditions

- 6.7 The primary relief sought in the submission by Z Energy in relation to NoR 3, is to amend the designation boundary to avoid encroachment of their property. However, alternative relief includes amendments to a number of conditions including proposed condition PC.7 (ULDMP). The submission notes that the conditions requires “key stakeholders” (as identified through condition PC6) are invited to participate in the development of the ULDMP. However, the submission notes that the condition lacks clarity about who would be considered a “key stakeholder”. I agree that more certainty should be provided to ensure directly affected land owners and occupiers are invited to participate.

7 Conditions

- 7.1 The effectiveness of the proposed conditions for each of the NoRs to suitably address identified amenity and landscape effects is discussed above with recommendations for a number of amendments. Subject to further clarification being provided in evidence, as sought on a number of issues, I consider these amendments are suitable to address potential adverse effects and to ensure the objectives of the Project are met. A summary of the recommendations is set out in the following section.

8 Conclusions and Recommendations

- 8.1 The package of 5 NoRs is supported by detailed landscape analysis set out in the LNCVA. The assessment material lodged with the NoRs has been supplemented by two addendum reports, the UDA and the LNCA.
- 8.2 While I agree with the methodology used to carry out the assessment and generally agree with the findings of the assessment, there are a number of matters that I think require further consideration. These primarily relate to the extent of the designation boundaries, with particular consideration given to matters raised by submitters, and further consideration of how NoR 4 can provide a crossing to Great South Road without the need for extensive batter slopes, necessitating the removal of scheduled vegetation.
- 8.3 Other matters identified can be addressed through greater clarity and specificity in the conditions relating to each NoR.
- 8.4 Subject to resolution of the matters identified in this review, I consider adverse amenity and landscape effects can be effectively avoided, remedied or mitigated, with positive amenity and landscape effects also being facilitated through the NoRs and the requirements of sets of conditions pertaining to each NoR, and particularly, the ULDMP conditions.
- 8.5 Recommendations arising from my review are summarised below.

Recommendations

1. Reconsider extent of designation boundaries required to deliver the Project, particularly having given consideration to site specific issues raised by submitters.
2. Expand ULDMP condition for each NoR to require consideration of the most appropriate edge treatment at the design phase of the project rather than prioritising batter slopes.
3. Expand the ULDMP condition to cross reference the interrelationship between overlapping NoRs and require a co-ordinated and cohesive design response.
4. For each NoR require the preparation of an ULDMP for the entire NoR prior to the commencement of construction for the first Stage of Works.
5. For NoR 2, 4 and 5 expand the requirements of the ULDMP to ensure particular consideration is given to enhancing the convenience and legibility of the SUP connection through the Drury South interchange.
6. Either add a condition or expand the ULDMP condition for NoR 4 to provide a wayfinding and signage strategy (including distance markers at SUP connection points) at the detailed design phase of the Project.
7. Expand Clause (f) of the ULDMP condition for each of the NoRs to reference "Bridging the Gap : NZ TA Urban Design Guidelines (2013) (or any subsequent update).
8. Expand the ULDMP condition for NoR 5 to be more explicit about the design outcomes sought for the bridge structures in relation to the surrounding open space environment.
9. Provide an update in the requiring authority evidence of consideration given to the LNCVA recommendation to provide a cross-corridor connection between St Stephens School and the Selwyn Memorial Reserve.
10. For NoR 4, carry out further and more nuanced consideration of possible alternatives to accommodate the SUP in the vicinity of the Great South Road crossing without necessitating extensive batter slopes and the removal of numerous scheduled trees.

11. Clarify in evidence how the design of any required noise barriers would be addressed through the NoR conditions.
12. Clarify in evidence how the recommendations set out in the LNCVA to avoid and mitigate adverse landscape character and visual effects associated with construction work sites are addressed through the conditions for each NoR.



Rebecca Skidmore
Urban Designer/Landscape Architect

September 2024

Appendix 1

Suggested Edits to Conditions

For all NoRs amend the following clauses of LV.5 as follows:

- (a) A ULDMP shall be prepared prior to the Start of Construction for ~~a~~the first Stage of Work ~~for the NoR~~.
- (b) The objective of the ULDMP(s) is to:
 - (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context including works associated with related NoRs;
 - (ii) Respond to the interrelationship between overlapping NoRs to achieve a co-ordinated and cohesive design response;
 - (iii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality ~~urban~~ environment; and
 - (iv) Acknowledge and recognise the whakapapa mana whenua have to the Project area.
- (d) ~~Key~~sStakeholders identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.
- (f) The UDLMP shall be prepared in general accordance with:
 - (i) Bridging the Gap: NZTA Urban Design Guidelines (2013) or any subsequent versions;
 - (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version: and
 - (iii) NZTA Landscape Guidelines (March 2018) or any subsequent versions.
- (g) (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones, having particular regard to the most appropriate edge treatment;

In addition to the above, for NoR 2, 4 and 5 amend (g) (iv) as follows:

Provides appropriate waling and cycling connectivity to, and interfaces with existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Drury South Interchange.

For NoR 4 amend the following:

Insert in (h) the following new clause:

(ii) A wayfinding and signage strategy (including distance markers at SUP connection points

For NoR 5 amend the following:

Insert in (h) the following new clause:

(iv) Details to demonstrate how the design of bridge structures responds to their open space setting.

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

To: Andrew An – Policy Planner

From: Andrew Gordon – Senior Specialist

Date: 26 August 2024

Subject: **NoRs P2B Stage 2 – Noise and vibration Review**

1.0 Introduction

- 1.1 I have undertaken a review of the Notices of Requirements lodged by the NZTA in relation to construction and operational noise effects.

I am employed as a Senior Specialist by Auckland Council in the Contamination, Air and Noise Team, Specialist Unit in the Planning and Resource Consents Department of Auckland Council.

I hold the qualifications of Bachelor of Science from the University of Auckland (1987), National Diploma in Environmental Health from Wellington Polytechnic (1989) and Certificate in Noise Assessment and Control from University of Western Sydney (extramural 1991). I am a member of the New Zealand Institute of Environmental Health and Affiliate of the New Zealand Acoustical Society.

I have worked as a Specialist focusing on noise and vibration since 2017 and as a Senior Specialist focusing on noise and vibration since 2022. I have experience reviewing applications for upgrades to existing motorways in regard to both construction and operation noise effects.

- 1.2 In writing this memo, I have reviewed the document titled *Papakura to Bombay Stage 2 Assessment of Noise and Vibration Effects* dated 16/02/2024 (Rev A) prepared by Waka Kotahi and the Submission Summary.

2.0 Key Noise & Vibration Issues

Notice of requirement	Issue
NoR 1 Alteration to SH1 Designation 6706 (motorway)	Designation construction noise and vibration conditions as per the NZTA Guide No traffic noise conditions
NoR 2 Alteration to SH1 Designation 6700 (motorway)	No designation construction noise and vibration conditions – best practice will be adopted No traffic noise conditions
NoR 3 Alteration to SH1 Designation 6701 (motorway)	No designation construction noise and vibration conditions - best practice will be adopted No traffic noise conditions
NoR 4 New designation - Shared User Path	Construction noise and vibration - best practice will be adopted
NoR 5 New designation - Drury South Interchange Connections	Construction noise and vibration - best practice will be adopted Traffic noise assessed in accordance with NZS 6806:2010 <i>Acoustics – Road-traffic noise – New and altered roads</i> (AUP_OP E25.6.33)

3.0 Requiring Authority assessment

- 3.1 The assessment is comprehensive and adequately addresses effects during construction and operation of the NoRs.
- 3.2 In regard to construction, the indicative works relevant to each NoR are identified in Table 4-3 which is reproduced below: -

Table 4-3 Construction activities outside the designation per area

Construction Area	NoR affected	Main construction activities
SH1 widening from Quarry Road to Bombay Interchange	NoR 1-3	■ Earthworks, including associated swales and integration into surrounding terrain
Mill Road	NoR 3	■ New bridge crossing SH1 & connecting with SUP
Shared Use Path from Quarry Road to Bombay Interchange	NoR 4 (some parts overlapping with NoR 1-3)	■ SUP works (mostly earthworks) ■ Drury South Interchange (SUP works) ■ Ararimu Road Interchange (SUP works) ■ Ararimu Road bridge widening ■ Mill Road (SUP works) ■ Added lane to Bombay Rd bridge for SUP
Link road at Drury South Interchange	NoR 5	■ Earthworks and connections with SUP

Relevant construction noise and vibration limits are referenced and are the same as referenced in NZTA “State Highway Construction and Maintenance Noise and Vibration Guide”, V1.1, August 2019 (the NZTA Guide), and Designation condition CNV.2 of Designation 6706. This is supported.

It is important to note that several dwellings may be removed as they are inside the designation and would be affected by the works.

I concur with the assessment, methodology and conclusions in regard to construction noise and vibration.

- 3.3 In regard to traffic noise, the assessment states (in 3.1) ‘Any new developments being established adjacent to SH1 should have taken account of the existing elevated noise levels.’

As the project is expected to occur in 10-15 years, it is reasonable to expect residentially zoned land adjoining the northern side of the motorway will be partially or fully built out with new dwellings (i.e. PPFs). However, as this area lies within I451 Drury South Residential Precinct there are precinct provisions to ensure PPFs are not exposed to unreasonable levels of traffic noise.

I note that Protected Premises and Facilities (PPFs) as defined in NZS 6806:2010 *Acoustics – Road-Traffic Noise*, only include PPF’s which are built or premises and facilities for which a building consent has been obtained which has not yet lapsed.

I note all PPFs within 100 to 200m of the NoR 1 – 3 and 5 areas relating to traffic lanes (i.e. excluding NoR 4) have been identified. This is because traffic noise generation inside NoR 5 cannot be assessed separately from traffic noise generation inside the existing NoR’s Designations. Therefore, the provisions of NZS 6806 have been applied to all traffic noise generation.

Given the above, I confirm all PPFs have been assessed against the NZS 6806:2010 criteria and in regard to the predicted noise level change that will occur as a result of the proposed NoR’s.

I concur NoR’s 1-3 and 5 will not have a significant impact on traffic noise levels. NoR 4 will have no impact being the shared used path.

I agree NZS 6806:2010 does not apply as predicted noise level changes are negligible to insignificant.

A low noise road surface is proposed to be used which will benefit existing and future dwellings in proximity.

A small number of dwellings are predicted to receive noise levels in Category C (internal noise limit of 40 dB $L_{Aeq(24h)}$) even with the low noise road surface in place. Any additional mitigation for these dwellings will be determined during the detailed design, assuming the dwellings still exist at that time. Noise mitigation may consist of barriers or building modification mitigation, whichever is determined to be the best practicable option at the time.

I concur with the assessment, methodology and conclusions in regard to traffic noise.

4.0 Assessment of noise and vibration effects and management methods

Construction noise and vibration

- 4.1 In regard to construction, predicted noise and vibration levels are considered to be representative and are based on assessments completed for similar motorway improvement projects. An effects envelope has been determined which represents the highest levels expected. Therefore, once the construction methods and equipment to be used are finalised, actual levels are expected to be within this envelope.
- 4.2 All construction works including works within the existing designations (including NoR 2 and NoR 3 where no construction noise or vibration limits apply) will be described through the Outline Plan of Works process and will include the preparation and implementation of a CNVMP for the overall works and Schedules to the CNVMP (Schedules) for specific activities and receivers where exceedances of the project limits are assessed as being exceeded.
- 4.3 I support the CNVMP and Schedules approach over all the altered, new and existing designations (i.e. NoR 1 to NoR 5).
- 4.4 I agree construction noise and vibration can be managed appropriately with the use of a CNVMP and Schedules. Generally, it will be practicable to manage construction works to comply with the recommended project limits as most buildings are at a sufficient distance from the works. Where night-time works will be required (e.g. for the construction of bridges that would disrupt traffic on SH1), project noise levels are likely to be exceeded at the nearest dwellings. I agree effects can be managed with Schedules to the CNVMP and with additional consultation with affected receivers.

Traffic noise

- 4.5 I agree the NoR applications will not have a significant impact on traffic noise levels. I confirm NZS 6806:2010 does not apply as noise level changes are negligible to insignificant ranging from -1 to +2 decibels.
- 4.6 I agree the character of the noise will remain unchanged as the application provides for the alteration of an existing state highway.
- 4.7 A low noise road surface is proposed to be used which will benefit existing and future dwellings in the vicinity.
- 4.8 Proposed urbanisation of land (i.e. specifically land zoned Future Urban) is predicted to result in traffic volumes approximately doubling, which is equivalent to a noise level increase of 3 decibels when comparing current traffic volumes and design year traffic volumes (design year selected is 2038). It is important to note these changes in noise level are **not** due to the NoR applications but result from the projected traffic growth predicted to occur because of urbanisation.

5.0 Submissions

- 5.1 There are three submissions which specifically mention noise and/or vibration for NoR 3 (Alteration to SH1 Designation 6701 (motorway)) and NoR 5 (Drury South Interchange Connections).

NoR 3 Submission 2: Matthew John Waring

- 5.2 The submitters property is located at 21 Pekepeke Lane and is predicted to receive construction noise exceedances during earthworks without temporary noise barriers. With effective barriers in place, it will be practicable to enable general compliance. This is demonstrated by the location of

the “Construction Noise Envelope” (i.e. distances at which compliance with the daytime and/or nighttime noise standards can be achieved). The Construction Noise Envelope is shown as the red line in Appendix B.

- 5.3 In regard to construction vibration, it will be practicable to manage high vibration works (e.g. vibratory rolling) to comply with the recommended Category A vibration standards (e.g. daytime level of 1mm/s PPV) inside the dwelling at 21 Pekepeke Lane (when occupied). This is demonstrated by the location of the Construction Vibration (Category A) Envelope (i.e. distances at which compliance with the daytime and/or nighttime vibration standards can be achieved). The Construction Vibration Envelope is shown as the blue dash/dot line in Appendix C.
- 5.4 A Construction Noise and Vibration Management Plan will be prepared to demonstrate that works will be appropriately managed to ensure annoyance and disturbance to neighbours is minimised as far as possible.
- 5.5 As mentioned in 4.5, the predicted change in traffic noise levels received at 21 Pekepeke Lane is 2 decibels which, in terms of subjective loudness, an imperceptible change.
- 5.6 Appendix E predicts traffic noise levels at all “Protected Premises and Facilities (PPFs) including 21 Pekepeke Lane.
- 5.7 It is important to note that most of the traffic lanes subject to this application will be located within the existing designation boundary of 6701 which does not contain any traffic noise conditions. Therefore, this means that any changes inside the designation are already authorised.

NoR 3 Submission 13: bp Oil New Zealand Limited

- 5.8 The submitters property is located at 216 Mill Road, Bombay and comprises a service station and other retail/commercial units. There are no PPFs.
- 5.9 Based on predicted construction noise and vibration levels, it will be practicable to manage all works to comply with recommended project standards. This is demonstrated by the Construction Noise Envelope and Construction Vibration (Category A) envelope shown in Appendix B and Appendix C respectively. Effects are therefore considered to acceptable with minimal disturbance to day to day commercial activities.

NoR 5 Submission 3: Catherine Parker

- 5.10 The submitters property is located at 1832 Great South Road, Bombay and includes residential dwellings and accessory buildings.
- 5.11 Based on predicted construction noise and vibration levels, it will be practicable to manage all works to comply with recommended project standards. This is demonstrated by the Construction Noise Envelope and Construction Vibration (Category A) envelope shown in Appendix B and Appendix C respectively. Effects are therefore considered to be acceptable at this property.
- 5.12 Appendix E predicts traffic noise levels at Protected Premises and Facilities (PPFs) including at 1832 Great South Road. The predicted change in traffic noise levels received at this property is 1 decibel which, in terms of subjective loudness, is an imperceptible change.
- 5.13 Therefore, specific noise mitigation measures such as the submitters recommended noise wall is not required or necessary when having regard to NZS 6806:2010.
- 5.14 It is important to note that most of the traffic lanes subject to this application will be located within the existing designation boundary of 6701 which does not contain any traffic noise conditions. Therefore, this means that any changes inside the designation are already authorised.

6.0 Conclusions and recommendations

- 6.1 The Requiring Authority has adequately assessed the effects on the environment related to construction noise and vibration effects and traffic noise effects.
- 6.2 Effective implementation of recommended best practice measures in the Construction Noise and Vibration Management Plan will reduce noise and vibration emissions by as far as practicable and

will avoid any unnecessary effects on the neighbouring sites. The temporary noise effects associated with the proposed works are typical for large infrastructure projects of this nature.

- 6.3 The assessment and prediction of traffic noise levels will result in negligible effects on PPF's.
- 6.4 In my view, submissions have been adequately considered.
- 6.5** The NoRs are consistent with the direction and framework of the AUP (OP) and specifically E25 Noise and vibration.
- 6.6** Overall, I support the NoRs 1 - 5 without modifications to the proposed conditions as set out in the individual Proposed Draft Conditions dated 16 February 2024.
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Auckland Council memorandum (technical specialist report to contribute towards Council's section 42A hearing report)

19th August 2024

To: Andrew An, Policy Planner, Plans and Places, Auckland Council
From: Trent Sunich, Consultant Flood Hazard and Stormwater Technical Specialist

Subject: SH1 Papakura to Bombay Notices of Requirement – Stormwater and Flood Hazard Technical Assessment

1.0 Introduction

My name is Trent Sunich, I hold a Bachelor of Technology (Environmental) which I obtained from the Unitec Institute of Technology in 2001. I have 20 years' plus experience in the field of natural resource management and environmental engineering. My expertise is in integrated catchment management planning, flood hazard assessment, stormwater quality management, and assessing associated development related stormwater effects where previously I have held roles with the Auckland Regional Council and URS New Zealand Limited. I am currently employed by SLR Consulting (formerly 4Sight) as a Principal Environmental Consultant. I have reviewed and reported on the Warkworth to Wellsford motorway project Notice of Requirement on behalf of Healthy Waters who are the Auckland Council's stormwater network operator. I have also been the reporting stormwater technical specialist to Plan and Places of the Auckland Council for the Drury NoRs 1-5, Pukekohe Transport Network and the suite of Takanini and South FTN NoRs.

My involvement in the project has been from January 2024 where I was commissioned to review the relevant reports for the NoRs, any information requests/responses, and review/assess the relevant submissions culminating in the findings of this memorandum. I have also had input from members of Healthy Waters in drafting s92 questions and assessing the subsequent responses.

In writing this memo, I have reviewed the following documents:

- Papakura to Bombay Stage 2 Assessment of Effects on the Environment, February 2024, Rev A.
- Papakura To Bombay Stage 2 Flood Impact Assessment, February 2024, Rev C.
- Technical Memo, P2B Interchange Flood Modelling, February 2024.
- General Arrangement Plans for NoRs 1-5.
- Draft condition sets for NoRs 1-5.
- Re: Further information requested under Section 92 of the Resource Management Act 1991, including NZTA responses dated 07/05/2024 and 29/05/2024.

2.0 Code of Conduct

I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it in preparing this evidence and agree to comply with it when giving any oral evidence to the Hearing. Other than where I state that I am relying on the advice of another person, this evidence is within my area(s) of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

I have qualified my evidence where I consider that any part of it may be incomplete or inaccurate, and identified any information or knowledge gaps, or uncertainties in any scientific information or mathematical models and analyses that I am aware of, and their potential implications. I have stated in my evidence where my opinion is not firm or concluded because of insufficient research or data or for any other reason and have provided an assessment of my level of confidence, and the likelihood of any outcomes specified, in my conclusion.

3.0 Perceived Conflict of Interest - Declaration

I note that member of the SLR Consulting planning team have been engaged by Z Energy Limited to prepare submissions on their behalf. I can confirm that I have had no previous contact

with people involved in the preparation of submissions in this regard and that I have been engaged to act on behalf of Auckland Council for the purpose of reviewing the notices of requirement as described below. I declare that I have no conflict of interest with the submitters.

4.0 Scope and Structure

This memorandum summarises the findings of my review on behalf of Plans and Places of the Auckland Council for the Papakura to Bombay Stage 2 (P2B) Notices of Requirement (the NoRs) which are:

- NoR 1: Alteration to SH1 Designation 6706.
- NoR 2: Alteration to SH1 Designations 6700.
- NoR 3: Alteration to SH1 Designations 6701.
- NoR 4: Construction, operation, and maintenance of a new Shared User Path (SUP).
- NoR 5: Drury South Interchange Connections.

My assessment considers flood hazard and overland flow path effects during construction as well as the long-term effects of operating the designation activities. Where appropriate I have also commented on management of operational stormwater discharges from the project, however this matter is largely out of scope currently and will be subject to future resource consent applications and assessment reflecting the stormwater management related rule sets in the Auckland Unitary Plan (AUP). Notwithstanding this it is important to consider that suitable land area will be available within the designation to construct and operate the stormwater management devices receiving runoff from the carriageway impervious surfaces.

This memorandum is structured as follows:

- Summary of Key Issues.
- Comment on the Assessment of Effects by the Requiring Authority (RA).
- Review and Assessment of Submissions.
- Comment on the Proposed Conditions.
- Objectives and Policies
- Conclusions and Recommendations.

5.0 Summary of Key Issues

Assessment of flood hazard during construction and post development for each of the NoRs has been documented in the report entitled 'Papakura To Bombay Stage 2 Flood Impact Assessment' ('the Flood Hazard Report'). The assessment methodology in that report has focused on identifying areas where flood risk is present in the existing and future environment, and to provide an indicative designation footprint required to mitigate the potential adverse flooding effects resulting from the proposed Project. Flood risk, which indicates the potential flooding in the area with the consideration of the vulnerability of the location (i.e., whether flooding caused by the project will affect nearby properties) has been identified in each NoR. The flood hazard assessment comprises the following methods for the respective NoRs:

Method	NoR
Desktop assessment to identify areas at risk of flooding	All NoRs
Review of flood depths and potential impacts at key locations such as crossings and areas characterised by high vulnerability to flood risks, such as residential properties	All NoRs
High-level assessment of the potential impact on minor overland flow paths at culvert crossings, utilising the most up-to-date flood information published by Auckland Council	NoR 1, NoR 2, NoR 3, NoR 4
Flood modelling of the pre-development and post-development scenarios with Maximum Probable Development (MPD) and future	NoR 5

Method	NoR
1% Annual Exceedance Probability (AEP) plus climate change rainfall	
Identify potential mitigation measures, assess their effectiveness, and estimate the required compensatory flood storage to determine the designation boundaries	All NoRs

NoRs 1-4 Risk Assessment Summary

For NoRs 1-4, a desk top assessment was performed to identify areas at risk of flooding, understand the level of risk based on the existing and future land use, and qualitatively assess the potential flooding impact of the proposed works on the surrounding areas which post development are mainly affected by culvert crossings and overland flow paths.

The existing and future flood risk was assessed in accordance with a qualitative risk matrix below. The risk matrix was developed for this assessment based on the available information. The existing land use was defined based on the available aerial imagery, while the future land use was determined based on the unitary plan zones from Auckland Council GeoMaps (AC Geomaps). Based on the Future Development Strategy, it was assumed by the Requiring Authority that the Future Urban Zone (FUZ) will be live zoned at the time of construction (i.e., 15-20 years), and areas that are currently zoned as 'Rural' are assumed to remain rural over the same timeframe.

Flood Volume Displacement		Land Use		
		Less Vulnerable (e.g., open space and rural area)	Moderately Vulnerable (e.g., commercial area, industrial area, mixed rural)	Highly Vulnerable (e.g., future urban, educational facilities)
Negligible	none			
Low	(< 1,000 m ³)			
Moderate	(1,000 – 10,000 m ³)			
High	(> 10000 m ³)			

Overall Flood Risk	Negligible	Low	Moderate	High
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Using the design drawings and the flood plain layers downloaded from the AC GeoMaps, the loss of flood storage volume due to the project works were estimated. The outcome of this assessment was then used to set the designation boundary as well as to identify the potential level of effect and to recommend the suitable flood mitigation options that can be implemented on site.

NoR 5 Flood Modelling Summary

The proposed works within the NoR 5 extent which include the new Drury South Interchange, State Highway 1 (SH1) road widening, and the construction of a bridge connecting Maketu Road to the east and Great South Road to the west was considered by the Requiring Authority a critical location being located within and along the main tributary of the Hingaia catchment the intersection with the main flood plain of the Hingaia Stream. Therefore, in order to evaluate the flooding effects of the Project within NoR 5, flood modelling was undertaken by Tonkin & Taylor. The characteristic of this model are as follows:

- Hydrological inputs including the design rainfall profile is in accordance with Auckland Council specifications and methodology, including temperature increase of 2.1 degrees by 2090.
- Incorporation of the current design configuration including the modified Hingaia flood plain as part of the proposed Drury South Area (DSA) mitigation works, meaning the 'existing environment' considered in this assessment is the fully developed environment anticipated by the DSA.
- Design surface of the proposed new Drury South Interchange.
- Bridge configuration of the proposed link between Quarry Road and Great South Road.

- Culvert modification at CH 16600 and CH 17380 west of Drury Transpower Substation.
- For flood mapping, a threshold value of ± 50 mm has been adopted as negligible since it falls within the flood model's margin of error.

Key Issue Summary

Based on the risk assessment (NoRs 1-4), a risk rating has been applied to various addresses and properties along the NoR alignments. These risk areas have not been repeated in this report (as they are documented in the Flood Hazard Report), however an example of the information presented is detailed in the following table for each NoR for moderate and high risk ratings. Low risk ratings have not been assessed in the Flood Hazard Report.

Notice of Requirement	Key Flood Hazard Issues
NoR 1	<ul style="list-style-type: none"> • Impact on flooding caused by the proposed works is likely to be negligible. The flood extent is expected to remain generally consistent with the existing flooding conditions.
NoR 2	<ul style="list-style-type: none"> • Culvert at chainage CH18240, future mixed rural zone on the western side of motorway, mixed housing suburban zone on the eastern side of motorway. Moderate existing and future risk. • Culvert at chainage CH 20820, future mixed rural zone on the western side of motorway, rural production zone on the eastern side of motorway. Low existing and moderate future risk.
NoR 3	<ul style="list-style-type: none"> • Culvert at chainage CH23080, future school zone on the western side of motorway, rural production zone on the eastern side of motorway. Moderate existing and future risk. • Culvert at chainage CH23560, school zone on the western side of motorway, rural production zone on the eastern side of motorway. Moderate existing and future risk.
NoR 4	<ul style="list-style-type: none"> • The proposed works within the NoR 4 extent which include a new shared use path are generally located along the western side of the motorway are not expected to significantly alter the flooding regime within and outside the project boundary because the existing topography will largely remain unchanged.

The following table summarises the findings from the NoR 5 flood hazard modelling assessment:

Notice of Requirement	Key Flood Hazard Issues
NoR 5	<ul style="list-style-type: none"> • Potential minor flood impacts upstream of the culvert crossings at CH 16600 and CH 17380 but negligible impact within the Hingaia Stream and flood plain area. The affected areas upstream of CH 16600 and CH 17380 are zoned Mixed Rural and Rural Production. • The bridge piers are expected to have a minimal effect on the flood plain due to the relatively large expanse of the flood plain in comparison to the small cross section of the piers. • There are small increases in flood levels around the bridge piers and abutments, typically around 5mm, with one localised area showing up to 35mm. This magnitude of flood impact caused by the bridge piers falls within the model's margin of error (± 50 mm) and therefore is considered negligible.

6.0 Comment on the Assessment of Effects

The NoRs are proposed to be constructed and operated in the catchments of the Ngakoroa Stream and Hingaia Stream. Each NoR will be served by drainage infrastructure owned and operated by the Requiring Authority generally comprising formed swales, culverts, wetlands and a new bridge spanning the Hingaia Stream floodplain.

As was discussed earlier in this memorandum, this assessment focuses on the flood hazard effect (overland flow and flood plains) as a result of constructing and operating the designated infrastructure. The requiring authority has proposed a suite of stormwater management devices for each NoR route in line with current practice to address the effects of stormwater runoff from the impervious surfaces (e.g. stormwater contaminants, hydrology mitigation). This has included provision within each designation boundary to construct and operate the management devices. Effects assessment of the stormwater discharges will be assessed at a later date when regional consents are sought for each route and are therefore not assessed in further detail here. Where submissions have been raised with respect to the location of stormwater management devices, I have generally deferred this to the Requiring Authority to respond to as is indicated in Appendix 1.

Flood Hazard Assessment

As a result of constructing and operating each NoR route flood hazard effects may include changes to; the flood freeboard to habitable buildings, overland flow paths, the ability to access property by residents and emergency vehicles, the depth of flooding to roads and flooding arising from the blockage of stormwater drainage.

In order to understand and assess the potential flood hazard effects, the Requiring Authority has developed risk rating criteria to assess against the respective flood hazard model results for NoRs 1-4 using flood volume displacement at the measurement metric. This risk rating criteria has enabled a consistent method for assessment of flood hazard risk in relation to less vulnerable, moderately vulnerable and highly vulnerable land use types using existing flood hazard model information including assumptions regarding matters such as maximum probable development (MPD) future land use cover and climate change scenarios (2.1 degrees by 2090).

During assessment of NoRs 1-4, a s92 question was asked as to the suitability of flood volume displacement as a criteria for assessing flooding effects risk. The Requiring Authority responded as follows:

Since no flood modelling was undertaken for NoR 1, 2, 3, and 4, flood volume displacement analysis was used based on the available information from AC GeoMaps in lieu of a detailed flood modelling. This was then related to changes in flood level and flood extent, which was discussed in the report. For areas where flood volume displacements were identified, there will be a minor increase in flood levels but will be contained within the existing streams. This is because the stream channels have sufficient capacity to contain the increased water volume without overflowing their banks.

The (risk rating criteria) categorisation was made based on the available information. Flood volume displacement was cross referenced with land use to identify the areas where flood risk is present in the existing and future environment. This will inform the design where to focus on the flood mitigation based on the vulnerability of the location if it is identified at risk (i.e., residential properties are identified as highly vulnerable).

A more detailed flood hazard assessment has taken place for NoR 5 where the post development interchange landforms has been modelled including the landform anticipated by the DSA development. It was noted during the s92 process that the NoR 5 model scenario did not use catchment impervious MPD (approximately 15%, the existing development was used, this is approximately 3%) to understand the overall flood risk. It was also noted that at Ch 16660 there is Future Urban Zoned land draining to that culvert which is adjoined to the designation boundary, the Requiring Authority responded there was no Future Urban Zone land draining to that culvert. These matters remain outstanding in the s92 response and while the Future Urban Zoned land draining to the culvert could be addressed through an Outline Plan of Works process, understanding the potential risk at this time would also be of assistance.

For all NoR assessments a climate change scenario of 2.1 degrees by 2090 has been used among the various tools to test the effects of the NoR developments. During NoR processing a s92 question was asked whether the climate change scenario of 3.8 degrees should be tested. The Requiring Authority responded indicating this scenario would not be evaluated at this time. Consistent with the precautionary approach and the relevant objectives and policies in the Auckland Unitary Plan, the Requiring Authority may consider the value of evaluating the more conservative scenario (e.g. for sensitivity analysis). Notably the 3.8-degree climate change scenario appears to be becoming a more standardised metric in the Auckland Region (e.g. Code of Practice for Land Development and Subdivision: Chapter 4 – Stormwater, March 2024), and this may form part of an Outline Plan of Works (OPW) assessment in the future should the NoRs be confirmed.

Overall, I conclude the assessment methodology presented in the Flood Hazard Report and how the model results have been reported at this stage of the project design at this time is suitable (noting my comment above regarding the testing of the more conservative climate change scenario). This conclusion is reached on the basis that further detailed analysis will be carried out during the detailed design phase should the notices of requirement be confirmed, thereby placing some reliance on the effectiveness of the designation condition and the outcomes sought in relation to floodplain and overland flow path flood hazard management. To assist with the implementation of designation condition implementation, I have recommended a minor edit to the NoR condition in Section 6 of this memorandum with associated commentary outlining why the edit is recommended.

Proposed Mitigation

As was discussed in the assessment above a component of Flood Hazard Report and its findings was to understand flood hazard features in proximity to the designation and to demonstrate mitigation options are available. A summary of the mitigation options appropriate to the respective NoR, material to this assessment are listed as follows. In principle, I agree these mitigation options align with good practice in terms of flood hazard and stormwater management, subject to detailed design in the future:

- Ground shaping in the inlet and outlet of the culvert locations to balance any change in flows upstream and downstream.
- Culvert upgrades where flood volume displacement is identified
- Addition of flood storage.
- Stormwater management devices (e.g. swales, constructed wetlands) to accommodate additional runoff generated from the construction of new impervious surfaces associated with the respective NoRs.

Flood Hazard Effects During Construction

The Flood Hazard Report discusses the potential location specific flood hazard effects associated with constructing the NoR sections. This is based on the type of work that is anticipated to be carried out (e.g. culvert works and bridge pier construction, cut and fill activities). Due to the dynamic nature of construction staging it is not typical practice to assess potential flood hazard in the manner that has been completed for the permanent operational phase of the arterial routes. Therefore, a designation condition has been recommended by the Requiring Authority that measures to mitigate flood hazards effects during construction are addressed as part of the Construction Environmental Management Plan (CEMP). This proposed approach is considered satisfactory to assess and or mitigate any temporary flood hazard effects associated with the construction activities. No edits are recommended to the CEMP conditions.

7.0 Submissions

Of the submissions received, a number raised flood hazard management concerns and were all relate to permanent effects following development of the designations. The number of submissions per NoR are set out in Table 1 below. Relevant submissions and their assessment have been tabulated in Appendix 1.

NoR	Number of Submissions
NoR 1	3
NoR 2	5
NoR 3	6
NoR 4	8
NoR 5	1

8.0 Comment on Proposed Conditions

I have reviewed the conditions and have the following recommendations indicated in underlined (additions), with deletions (~~striketrough~~). The recommended edits are common to all NoR condition sets. I note that there are minor variations in wording between the NoR conditions sets lodged by the Requiring Authority, however the following captures the key edit intent.

Flood Hazard OPW.1

- The Project shall be designed to ensure post-Project ~~flood risk defined as~~ flood levels during a 1% AEP event) are maintained at pre-Project levels outside the designation extent.
- Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year ARI flood levels(for Existing Development without climate change and Maximum Probable Development land use and including climate change).

Comment:

- Minor edit to remove the reference to defining flood risk, notwithstanding in a practical sense its intent is understood. Flood levels pre and post development are a metric that does not require defining.
- Inclusion of assessment of Existing Development without climate change to understand the impacts of the NoR developments on upstream and downstream properties. This is being included, as climate change can mask the effects of individual development on upstream and downstream properties.

9.0 Objectives and Policies

The natural hazards and flooding related Auckland Unitary Plan objectives and policies relevant to the NoRs are listed as follows:

- B10 Environmental Risk:
 - B10.2.1 Objectives (1) – (6).
 - B10.2.2 Policies (3), (4), (5), (6) (7) (8) and (12).
- E36 Natural Hazards and Flooding:
 - E36.2 Objectives (1) – (6)
 - E36.3 Policies (1), (3), (4), (18), (20), (21), (23), (27), (29), (30) and (35).

Consistent with Chapter B10, the Requiring Authority has identified and assessed current flood risk associated with the NoR routes (and post development in the case of NoR 5) and have used tools such as flood hazard mapping and the application of risk ratings to identify negligible, low, medium and high risk areas. These assessments have led to decisions around the extent of the designation required and the type of mitigation methods proposed to be employed in the future subject to detailed design and associated post development flood hazard assessment with the designation alignments in place.

The Requiring Authority has also sought to incorporate the influence of climate change projections consistent with Policy B10.2.2. This is also consistent with the precautionary approach to natural hazard risk management, noting my earlier commentary that testing the more conservative climate change scenario of 3.8 degrees may assist in understanding flood hazard sensitivity.

Further assessment is required during detailed design of the NoR routes where suitable performance requirements will need to be met as a condition of the designations contributing to overall consistency with the B10 and E36 objectives and policies.

10.0 Conclusions and recommendations

The assessment in this memorandum does not identify any reasons to withhold the NORs. The flood hazard assessment of the proposals considered by this memorandum could be confirmed subject to the recommended conditions, are for the following reasons:

- The Requiring Authority has used a suitable flood hazard risk assessment method using a series of steps to establish and assign an operational risk rating.
- The flood hazard modelling (for NoR 5) and reporting of the results is suitable to inform the quantum of flood hazard that exists and whether the designation extent is suitable to implement mitigation practices though the performance related flood hazard designation condition. Further flood hazard modelling will be required as part of the Outline Plan including modelling all NoRs pre and post project landforms and infrastructure.
- Subject to the imposition of the designation condition the proposal is not inconsistent with the flood hazard related objectives and policies in the Auckland Unitary Plan.

The Requiring Authority may wish to address the following matters that remain outstanding from the s92 process:

- Understanding whether the use of an MPD scenario would change their risk assessment for NoR 5 (e.g. at Ch 16660)
- Testing the sensitivity of the NoRs to a climate change scenario of 3.8 degrees.



Trent Sunich
Consultant Stormwater Technical Specialist
19th August 2024

Appendix 1: Relevant Submission Summary and Assessment

NoR 1: Alteration Designation 6706 State Highway 1 –Takanini to Drury (Waka Kotahi NZ Transport)

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
2	Puiz Trust 1159 Great South Road	<p>The submitter opposes the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically, the approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken.</p> <p>The submitter seeks that further information on an alternate system or alignment and suggests concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.</p>	Reject the Notices of Requirement; or alternatively amend the Notices of Requirement to give effect to the concerns raised in this submission.	I support the functionality of the swales for use in a linear corridor such as a motorway. The selection of swales and the preferred option is a matter for the Requiring Authority to respond to in comparison to devices such as wetlands as suggested in this submission.
6	Watercare Services Limited ("Watercare")	Watercare neither supports or oppose the NoRs however seek to ensure that any decisions related to NoRs avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.	Watercare seeks amendments to the conditions of the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address their concerns and such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns.	The intent of this submission is support and aligns with the proposed flood hazard condition outcome.
7	BRO Tonganui 1121 Great South Road	The cross section of the NOR is not sufficiently justified, including the combined overall width required for swales adjacent to the State Highway, a grade separated Shared	The Submitter seeks, subject to the matters are satisfactorily addressed, that the Council recommend that the designation proposed through NOR 1 be confirmed.	The selection of swales and the associated width requirement and the preferred option is a matter for the Requiring Authority to respond to.

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
		Use path, batter slopes, and additional land beyond the batter slope all proposed to be designated.		

NoR 2 - Alteration to SH1 Designations 6700, for which NZTA is the requiring authority

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
3	New Zealand Storage Holdings Limited and New Zealand Agrihub Limited Multiple properties	The Submitters oppose the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically, the approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken. The Submitters seek further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.	The submitters seek to reject the notice of requirement or alternatively amend the notices of requirement to give effect to concerns raised in the submissions.	I support the functionality of the swales for use in a linear corridor such as a motorway. The selection of swales and the preferred option is a matter for the Requiring Authority to respond to in comparison to devices such as wetlands as suggested in this submission.
		The Submitters' expert team has also considered potential flooding effects on the Affected Properties. Option 3 appears to displace a considerable extent of the existing flood plain onto adjacent properties; however, the NOR material contains insufficient detail to enable a comprehensive assessment of effects or consideration of alternatives.	The submitters seek to reject the notice of requirement or alternatively amend the notices of requirement to give effect to concerns raised in the submissions.	It is unclear exactly what property this submission relates to however; mitigation has been proposed to balance pre and post development change in flows consistent with the outcome of the proposed flood hazard condition so that there is no net change in flood level(s).
5	Sain Family Trust 1329 Great South Road	The Submitter opposes the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses specifically the approach to provide for stormwater swales (as the primary	The submitters seek to reject the notice of requirement or alternatively amend the notices of requirement to give effect to concerns raised in the submissions.	I support the functionality of the swales for use in a linear corridor such as a motorway. The selection of swales and the preferred option is a

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
		method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken. The Submitter seeks further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.		matter for the Requiring Authority to respond to in comparison to devices such as wetlands as suggested in this submission.
6	Puiz Trust 1159 Great South Road	<p>The Submitter opposes the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically, the approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken. The Submitter seeks further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.</p> <p>The extent of land required for the shared user path and State Highway 1 infrastructure (including culverts and swales) results in the Affected Property</p>	The submitters seek to reject the notice of requirement or alternatively amend the notices of requirement to give effect to concerns raised in the submissions.	I support the functionality of the swales for use in a linear corridor such as a motorway. The selection of swales and the preferred option is a matter for the Requiring Authority to respond to in comparison to devices such as wetlands as suggested in this submission

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
		being of a size and shape that adversely implicates its ability for uses that are permitted by the Auckland Unitary Plan in the Future Urban Zone		
10	Watercare Services Limited ("Watercare")	Watercare neither supports or oppose the NoRs however seek to ensure that any decisions related to NORs avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.	Watercare seeks amendments to the conditions of the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address their concerns and such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns.	See commentary responding to this submission for NoR 1
12	Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon KW Trustee Limited 1799A Great South Road	VTL opposes the extent and alignment of the NORS as it relates to the site and building located within that property. In addition to affecting a single portion of the site, the notified designation extent and align of works enabled by the NORs will require the removal of the brand-new shed. VTL considers that the proposed swales and shared user path can be achieved and accommodated either further to the north of the Site or through the imposition of a reduced designation extent that avoids the constructed shed.	VTL seeks that Council recommends NOR 2 and NOR 4 be refused. Alternatively, if the recommendation is to approve NORS that they be amended to avoid adverse effects on established activities and buildings on the site by reducing the width of the NORS, by relocating, redesigning, or realigning the NORS, strengthening the proposed conditions, and any other relief required to achieve the outcomes sought in the submission.	The selection of swales and the preferred option is a matter for the Requiring Authority to respond to in comparison to devices such as wetlands as suggested in this submission.

NoR 3: Alteration Designation 6701 State Highway 1 –Bombay (Waka Kotahi NZ Transport)

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
3	S J and R E Allen PO Box 37964 Parnell Auckland 1151 1972 and 1994 Great South Road	The extent of the NoR designation relates to the submitters land (1972 and 1994 Great South Road in Bombay). The issue is that the application details do not include detailed flood modelling to confirm what impact or increase in flooding may be experienced on the submitters land. Additional information is sought (or the imposition of necessary conditions) to ensure that the project does not result in any increase in flood hazards on the submitters land	The submitter seeks that suitable information and or conditions be imposed to ensure no adverse increase in flooding occurs on the submitters land, 1972 and 1994 Great South Road in Bombay)	The effect of NoR 3 on this property appears to be assessed at Chainage 24000 in the Flood Hazard Report. The associated mitigation commentary says 'adverse flooding impacts can be mitigated by upgrading the existing culverts across the motorway'. This will be assisted by the proposed flood hazard condition requiring no net change in flood level(s).
7	Dutton Land Holdings Limited 1940 Great South Road	Dutton owns the land at 1940 Great South Road in Bombay which is within the altered designation. Dutton considers the proposed NoR location does not adequately take into account take into account the existing stormwater treatment devices (rain garden) which is in close proximity of the site which need to be maintained to allow the site to continue to operate for its authorised purpose. In particular, the reduction in potential serving areas on the site have adverse impacts on the ability for the site to function.	The submitter seeks that the Notice of Requirement is amended to remove the land at 1940 Great South Road from the proposed designation boundary; or reduce the area of the site which is proposed to be designated so that the onsite systems (stormwater) are not affected.	I acknowledge this submission and conclude effects on the inner working of sites including stormwater infrastructure across the NoR affected by the designation boundary are a matter for the Requiring Authority to respond to.
8	Z Energy Limited PO Box 2091 Wellington 6140 2020 Great South Road	NoR 3 affects the Z Bombay service station (located at Lot 1 DP 40410 and Part Lot 3 DP 47888) which notably contains a stormwater disposal pond to the north of the site. NoR 3 may result in the loss of other underground stormwater infrastructure under and in the vicinity of the remote fill points and forecourt refuelling area under the canopy.	Z Energy seeks that a recommendation is made to modify the boundaries of the NoR 3 to avoid encroaching on the Site. This is the primarily relief sought by Z Energy and currently the only relief that Z Energy considers will meet the requirements of the RMA. Alternatively, if NoR 3 is confirmed (and continues to encroach into any part of the Site),	I acknowledge this submission and conclude effects on the inner working of sites including stormwater infrastructure across the NoR affected by the designation boundary are a

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
		<p>These impervious areas are referred to as 'at risk' areas which are drained/diverted separately from the balance impervious areas at the site.</p> <p>This will result in permanent adverse effects on stormwater management, treatment and disposal and as a result require a complete redesign and redevelopment of Z Bombay service station which is not practical.</p> <p>A change to the layout of the Z Site arising from the designation will make it difficult for Z Energy to comply with the conditions of their resource consents which is that stormwater discharges at Z Energy service stations and truck stops are managed in accordance with the 'Environmental guidelines for water discharges from petroleum industry sites in New Zealand', Ministry for the Environment, 1998 (The MfE Guidelines).</p>	<p>Z Energy seeks that the condition changes are recommended (at a minimum). Proposed Condition GC.3 (Designation Review), Proposed Conditions PC.3 (Outline Plan(s) of Works (designation)) and PC.4 (Management Plans), Proposed Condition PC.6 (SCMP), Proposed Condition PC.7 (ULDMP), Proposed condition OPW.2 (Existing Property Access), Conditions CC.4 and CC.22 (CEMP and CTMP).</p> <p>Z Energy also seeks any additional or consequential relief to give effect to the matters raised in this submission.</p>	<p>matter for the Requiring Authority to respond to.</p>
9	Watercare Services Limited ("Watercare")	Watercare neither supports or oppose the NoRs however seek to ensure that any decisions related to NORs avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.	Watercare seeks amendments to the conditions of the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address their concerns and such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns.	See commentary responding to this submission for NoR 1
11	The Haribhai Master (1975) Mill Road, Bombay	The extensive land take proposed is likely to impact the viability of continued use of the Site for horticultural purposes. If horticultural activities are no longer financially sustainable, the Submitter will need to explore alternative options. Such changes could require implementation of stormwater treatment measures.	The submitter seeks that NOR 3 and NOR 4 be cancelled and that NORs be amended, and conditions imposed on them to address the issues discussed in the submission including that there be a requirement to consider how stormwater management for the NORs integrates with any existing or proposed development at the Site	I acknowledge this submission. Land use integration is a matter for the Requiring Authority to respond to.

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
		<p>Accordingly, in the event that a stormwater pond is established on-site under the designation, the Submitter seeks opportunities for integration with the Submitter's existing or proposed facilities. This may include, but is not limited to, shared maintenance access arrangements if the ponds are to be co-located and a stormwater design which considers likely form of development on the Site and the ways in which the two may be integrated.</p> <p>In the event land take cannot be avoided, it should be minimised to the greatest extent possible, including (without limitation) by optimising the design of the stormwater pond and through the use of retaining walls rather than batters.</p>		
12	<p>Bone 187 Limited Martin Milford-Cottam.</p> <p>Multiple properties</p>	<p>The submitters concerns are related to the potential changes to the flooding and overland flow paths including location, depth and velocities. The submitter states these changes can result in significant impacts for the business's ability to operate and function. This includes the driveway, parking and loading areas, as well as the rear area of the site used for wastewater disposal and the onsite stormwater. There will be new risks to people and property and the produce onsite is a major concern and one that is becoming more highlighted given the recent events around the country.</p> <p>Further the new wetland illustrated in figure 6 does not provide details of the outlet point or discharge details. The submitter is concerned that large amounts of water discharged into the stream or onto their property at this location may adversely affect their ability to</p>	<p>The Submitter and its advisors seek a meeting with NZTA to discuss the contents of its submission and better understand the NOR details and opportunities for adjustments or conditions to resolve the matters.</p> <p>Bone 187 Limited seeks to be heard in support of its submission and will be providing expert evidence.</p>	<p>The matters raised in this submission regarding the design outcomes of the wetland are typically addressed through good practice (e.g. water quality treatment, hydrology mitigation, peak flow attenuation) and will be a component of the Outline Plan of Works and associated regional stormwater consent.</p> <p>Notwithstanding this, it would be helpful for the Requiring Authority to provide more site-specific commentary in this regard.</p>

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
		<p>utilise their site, due to significant changes in floodplain areas, depths and velocity of flows.</p> <p>The submitter acknowledges that the wider proposal of NORs will have positive impacts including improved access to transport and supports active transport for the wider area. However, these need to be balanced with the adverse effects on significant rural businesses such as the one operating from the submitter's property.</p>		

NoR4: Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange, for which NZTA will be the requiring authority;

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
2	New Zealand Storage Holdings Limited and New Zealand Agrihub Limited Multiple properties	The Submitters oppose the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically, the approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken. The Submitters seek further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.	The submitters seek to reject the notice of requirement or alternatively amend the notices of requirement to give effect to concerns raised in the submissions.	I support the functionality of the swales for use in a linear corridor such as a motorway. The selection of swales and the preferred option is a matter for the Requiring Authority to respond to in comparison to devices such as wetlands as suggested in this submission.
		The Submitters' expert team has also considered potential flooding effects on the Affected Properties. Option 3 appears to displace a considerable extent of the existing flood plain onto adjacent properties; however, the NOR material contains insufficient detail to enable a comprehensive assessment of effects or consideration of alternatives. The submitters seek further information on an alternate system or alignment, concentrating the 'treatment' of stormwater in a combined location such. as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales. In terms of flooding further details (with latest climate change modelling requirements) are requested	The submitters seek to reject the notice of requirement or alternatively amend the notices of requirement to give effect to concerns raised in the submissions.	It is unclear exactly what property this submission relates to however, mitigation has been proposed to balance pre and post development change in flows consistent with the outcome of the proposed flood hazard condition so that the is no net change in flood level(s).

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
3	Sain Family Trust 1329 Great South Road	<p>The Submitter opposes the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses specifically the approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken.</p> <p>The Submitter seeks further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.</p>	The submitters seek to reject the notice of requirement or alternatively amend the notices of requirement to give effect to concerns raised in the submissions.	I support the functionality of the swales for use in a linear corridor such as a motorway. The selection of swales and the preferred option is a matter for the Requiring Authority to respond to in comparison to devices such as wetlands as suggested in this submission.
4	Puiz Trust 1159 Great South Road	<p>The Submitter opposes the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically, the approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken.</p> <p>The Submitter seeks further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.</p> <p>The extent of land required for the shared user path and State Highway 1 infrastructure (including culverts and swales) results in the Affected Property being of a size and shape that adversely implicates its ability for uses that are permitted by the Auckland Unitary Plan in the Future Urban Zone</p>	Reject the Notices of Requirement; or alternatively amend the Notices of Requirement to give effect to the concerns raised in this submission.	I support the functionality of the swales for use in a linear corridor such as a motorway. The selection of swales and the preferred option is a matter for the Requiring Authority to respond to in comparison to devices such as wetlands as suggested in this submission.

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
8	Watercare Services Limited ("Watercare")	Watercare neither supports or oppose the NoRs however seek to ensure that any decisions related to NORs avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.	Watercare seeks amendments to the conditions of the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address their concerns and such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns.	See commentary responding to this submission for NoR 1.
9	BRO Tonganui 1121 Great South Road	The Submitter has an interest in land within the following affected site under NOR 4 which is 1121 Great South Road, Drury (1.61ha proposed to be designated).The submitter states that the rationale for the Shared Use Path to be located on the western side of State Highway 1 has not been sufficiently explained in the Assessment of Alternatives report. The reason of designating stormwater swales along a large extent of State Highway 1 instead of focusing stormwater mitigation in a combined location is also not provided. The Submitter considers the NOR information provided does not adequately justify the area of land being designated on the affected site. The Submitter requests further information on other Shared Use Path and stormwater options which have been assessed as part of the Assessment of Alternatives and the reasons for which they have been discounted.	The Submitter seeks, subject to the matters below being satisfactorily addressed, that the Council recommend that the designation proposed through NOR 4 be confirmed. It is requested that the extent of the NOR 4 designation on 1121 Great South Road be reduced and It is requested that the extended lapse period of 20 years being sought by the Requiring Authority be reduced to 10 years.	The selection of swales and the associated width requirement and the preferred option is a matter for the Requiring Authority to respond to.
12	The Haribhai Master (1975) Mill Road, Bombay	The extensive land take proposed is likely to impact the viability of continued use of the Site for horticultural purposes. If horticultural activities are no longer financially sustainable, the Submitter will need to explore alternative options. Such changes could require implementation of stormwater treatment measures.	That NOR 3 and NOR 4 be cancelled. That the NORs be amended, and conditions imposed on them to address the issues discussed in the submission	I acknowledge this submission. Land use integration is a matter for the Requiring Authority to respond to.

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
		<p>Accordingly, in the event that a stormwater pond is established on-site under the designation, the Submitter seeks opportunities for integration with the Submitter's existing or proposed facilities. This may include, but is not limited to, shared maintenance access arrangements if the ponds are to be co-located and a stormwater design which considers likely form of development on the Site and the ways in which the two may be integrated.</p> <p>In the event land take cannot be avoided, it should be minimised to the greatest extent possible, including (without limitation) by optimising the design of the stormwater pond and through the use of retaining walls rather than batters.</p>	including that there be a requirement to consider how stormwater management for the NORs integrates with any existing or proposed development at the Site	
13	Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon KW Trustee Limited	VTL opposes the extent and alignment of the NORS as it relates to the site and building located within that property. In addition to affecting a single portion of the site, the notified designation extent and align of works enabled by the NORs will require the removal of the brand-new shed. VTL considers that the proposed swales and shared user path can be achieved and accommodated either further to the north of the Site or through the imposition of a reduced designation extent that avoids the constructed shed.	VTL seeks that Council recommends NOR 2 and NOR 4 be refused. Alternatively, if the recommendation is to approve NORS that they be amended to avoid adverse effects on established activities and buildings on the site by reducing the width of the NORS, by relocating, redesigning or realigning the NORS, strengthening the proposed conditions, and any other relief required to achieve the outcomes sought in the submission.	I acknowledge this submission. This is a matter for the Requiring Authority to respond to.
14	Bone 187 Limited Martin Milford-Cottam.	The submitters concerns are related to the potential changes to the flooding and overland flow paths including location, depth and velocities. The submitter states these changes can result in significant impacts	The Submitter and its advisors seek a meeting with NZTA to discuss the contents of its submission and better	The matters raised in this submission regarding the design outcomes of the wetland are typically

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
	Multiple properties	<p>for the business's ability to operate and function. This includes the driveway, parking and loading areas, as well as the rear area of the site used for wastewater disposal and the onsite stormwater. There will be new risks to people and property and the produce onsite is a major concern and one that is becoming more highlighted given the recent events around the country. Further the new wetland illustrated in figure 6 does not provide details of the outlet point or discharge details. The submitter is concerned that large amounts of water discharged into the stream or onto their property at this location may adversely affect their ability to utilise their site, due to significant changes in floodplain areas, depths and velocity of flows.</p> <p>The submitter acknowledges that the wider proposal of NORs will have positive impacts including improved access to transport and supports active transport for the wider area. However, these need to be balanced with the adverse effects on significant rural businesses such as the one operating from the submitter's property.</p>	<p>understand the NOR details and opportunities for adjustments or conditions to resolve the matters. Bone 187 Limited seeks to be heard in support of its submission and will be providing expert evidence.</p>	<p>addressed through good practice (e.g. water quality treatment, hydrology mitigation, peak flow attenuation) and will be a component of the Outline Plan of Works and associated regional stormwater consent. Notwithstanding this, it would be helpful for the Requiring Authority to provide more site-specific commentary in this regard.</p>

NoR 5: Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange – Drury South Interchange connections.

Submitter No.	Name	Submission Point/Issue Raised	Relief Sought	Technical Assessment
8	Watercare Services Limited ("Watercare")	Watercare neither supports or oppose the NoRs however seek to ensure that any decisions related to NORs avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.	Watercare seeks amendments to the conditions of the NoRs, including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address their concerns and such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns.	See commentary responding to this submission for NoR 1.

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

23 July 2024

To: Andrew An, Reporting Planner, Auckland Council

From: Andrew Rossaak, Consultant Ecologist to Auckland Council

Subject: NoRs P2B Stage 2 – Ecology Assessment

1.0 Introduction

- 1.1 My full name is Andrew Leif Rossaak.
- 1.2 I am a Principle Environmental Scientist and the Science Team Lead at Morphem Environmental Limited (Morphum).
- 1.3 I have undertaken a review of the Notices of Requirements lodged by the New Zealand Transport Authority (NZTA) in relation to ecological effects, both terrestrial and freshwater.
- 1.4 I have over 25 years' experience as a professional Environmental Scientist, specialising in ecology.
- 1.5 My experience includes undertaking ecological assessments, preparing and peer reviewing ecological impact assessments, and providing technical advice.

Code of Conduct

- 1.6 Although this is not an Environment Court proceeding, I have read and am familiar with the Environment Court's Code of Conduct for Expert Witnesses, contained in the Environment Court Practice Note 2023, and agree to comply with it. My qualifications as an expert are set out above. Other than where I state that I am relying on the advice of another person, I confirm that the issues addressed in this statement of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.
- 1.7 In writing this memo, I have reviewed the following documents:

Application Material Reviewed

SH1 Papakura to Bombay Stage 2 Assessment of Effects on the Environment, report prepared by Aurecon New Zealand Limited, revision A, dated 16 February 2024 (AEE).

Papakura to Bombay Stage 2 Assessment of Ecological Effects, report prepared by Bioresearches, revision C, dated 16 February 2024 (EcIA).

Papakura to Bombay Stage 2 Assessment of Alternatives Report, report prepared by Aurecon New Zealand Limited, revision A, dated 16 February 2024.

The plan set: Designation Layout Plan, plans prepared by Aurecon New Zealand Limited, revision A, dated 19 February 2024.

Clause 23 response

Further information requested under Section 92 of the Resource Management Act 1991.

2.0 Key Ecological Issues

- 2.1 Through the Clause 23 process, numerous requests for further information were asked of the requiring authority.
- 2.2 These were responded to, and the majority of the requests were fulfilled. However there remain key RMA/AUP-related ecology issues for the notices of requirement as outlined in Table 1 below:

Table 1: Key Ecological Issues Remaining

Notice of requirement (number and name)	Issue
All	Nesting Birds
All	EIANZ guidelines
All	Certification

- 2.3 The key theme with these issues is how the above issues have been incorporated on to the conditions for the designations. This is discussed further below.

3.0 Requiring Authority Assessment

- 3.1 NZTA's agents have undertaken a series of investigations in regard to the site's ecological values.
- 3.2 I consider that the methodologies, standards and guidelines used to assess ecological values are appropriate (although it is noted that further information and additional assessment were requested).
- 3.3 I consider that the effort expended in the site investigations is appropriate for the nature of the NoRs and potential effects.
- 3.4 I consider the reported results to be a fair representation of the on-site values.
- 3.5 The EcIA considers the project for the 5 NoR's in three packages being NoR1, Nor 2 – 4 and NoR 5.
- 3.6 The EcIA applies the EIANZ assessment framework to assess the current ecological values, assess the magnitude of effect from the impacts from both construction and operational phases.
- 3.7 A summary of the applicant's effects assessment is provided in section 9 of the EcIA.

4.0 Assessment of ecology effects and management methods

Construction-related effects

4.1 The EcIA includes a series of standard recommendations to address the identified effects, during construction, being:

4.1.1 A Lizard Management Plan (*LMP*) to detail survey for lizards and management (rescue and habitat enhancement) methods.

4.1.2 A Bat Management Plan (*BMP*) to detail surveys of bat habitat and subsequent management of effects (primarily light spill).

4.1.3 Native bird management, including a pre-construction bird survey and subsequent management.

4.1.4 A Restoration Planting Plan (*RPP*) to govern the restoration of habitats

4.2 I generally concur with the applicant's effects assessment and the management methods put forth; however, have comments regarding how these have been transferred into the proposed conditions for the Designations.

Nesting Birds

4.3 To address the disturbance and displacement of native birds to construction activities the EcIA recommends that: *Prior to any works beginning a nest bird survey should be undertaken of wetland areas within 50 m radius of the works footprint. If nesting native birds are detected, then a 20 m buffer surrounding the nest should be clearly demarcated and works not completed within this buffer until birds have fledged". [emphasis added]*

4.4 The justification for the 50 m search radius was questioned through the clause 23 process. The applicant responded that they considered a 20 m set back adequate based on the species considered to be potentially present and these would be well hidden and therefore visual disturbance would be 'minor' at 20 m (Cl.23 item E3).

4.5 Wetland avifauna, such as bittern, spotless crane, banded rail and fernbird are vulnerable to disturbance (including noise and vibration)¹. The underlined cryptic species have not been identified in the application material, but I consider it possible that they are present in wetland habitats.

4.6 The most commonly cited technical publication for setback distances is the NZTA Dotterel Guidelines² (note no technical information has been cited for this matter in the application material).

4.7 I raise several concerns, should the applicant be relying on the NZTA Dotterel Guidelines, as follows:

¹ Hirvonen, H (2001). Impacts of highway construction and traffic on wetland bird community. ICOET 2001 Proceedings.

² NZTA, Guidance in relation to New Zealand dotterels on NZTA land, Revision B, 1/11/12

- 4.7.1 Dotterel are not identified within the EcIA as bird species observed, or likely to occur, within a proposed designation.
 - 4.7.2 The draft condition relates to wetland habitats, however, dotterels do not utilise wetland habitats.
 - 4.7.3 In my opinion, no material in the NZTA Dotterel Guidelines suggests that the setback distances recommended are appropriate for other bird species, including those that have been assessed by the requiring authority as being observed, or likely to occur, in the designation, including: bittern, fernbird, banded rail, and spotless crane.
- 4.8 I also note that the NZTA Dotterel Guidelines recommends that:
- 4.8.1 If eggs are found on the ground within the construction zone activities within 50 metres of the nest are to stop immediately and people are to leave the area.
 - 4.8.2 Make it clear that no person or machine is to enter the marked out site. No work is to occur within 50 m of the nest, unless it has been discussed with an ecologist and approval given.
- 4.9 These recommendations differ to those proposed in the draft conditions³ of no construction works within 20 m and only minimising disturbance within 50 m (no construction within 50 m versus, minimising disturbance within 50 m).
- 4.10 From my experience, I would consider dotterels are more tolerant of noise disturbance while nesting (based on my own observation of successful nesting locations) compared to other species that have been assessed by the requiring authority as being observed or likely to occur in the designation, including: bittern, fern bird, banded rail, and spotless crane.
- 4.11 Increased noise during the breeding season could mask the mating boom of male bittern (Conservation status: Threatened–Nationally Critical), limiting communication within species. Bitterns are large birds which defend widely-spaced territories, their low frequency calls need to travel considerable distances⁴. Bittern booms can possibly reach a volume of 40dB, therefore any noise above this could have an impact (based on a study of the Eurasian bittern⁵).

³ Draft condition 28, (d), iv, B and C: Monitoring of the nesting Threatened or At-Risk wetland birds. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging); and Minimising the disturbance from the works if construction works are required within 50 m of a nest; Adopting a 10m setback where practicable, between the edge of Wetlands and construction.

⁴ Francis, C.D.; Ortega, C.P.; Cruz, A. 2011. Noise pollution filters bird communities based on vocal frequency. PLOS ONE 6(11): doi:10.1371/journal.pone.0027052

⁵ Bouteloup, G.; Clark, J.; Petersen, D. 2011. Assessment of the effects of traffic noise on wetland birds. Background study for the Roe Highway Extension Project. Report prepared for South Metro Connect. Phoenix Environmental Sciences Pty Ltd. Balcatta, Western Australia.

- 4.12 A study on the impacts of highway construction and traffic on wetland bird community⁶ found that abundance of breeding wader birds declined in areas near the highway, where the traffic noise level exceeded 56 dB, but did not change much in areas with lower noise load.
- 4.13 The effects of noise levels on bittern were well canvassed in an environment court decision relating to an application for resource consent to hold music festivals and other events in the vicinity Lake Spectacle, in particular the effects on masking bittern mating calls (A Pierau Vs Auckland Council [2017] NZEnvC090). The proposed festival site was approximately 600 m from the vegetated margin of Lake Spectacle (with proposed camping sites located closer).
- 4.14 In conclusion, I am of the opinion that an appropriate setback distance to avoid abandonment of a nest from construction activities is dependent on the specific construction activity (including intensity and duration) and species of wetland bird. Regardless, the distance is likely to be greater than 20 m.
- 4.15 Following a precautionary principle, it is recommended that the specification or recommendation of setback distances in the condition are removed (and can be developed as part of the Management Plan based on the specific activity and species) and the survey requirement trigger is also increased.

References to EIANZ guidelines.

- 4.16 I accept that the 2018 EIANZ guidelines are current industry best practice, but with an extended lapse date being sought for the NoRs of 20 years, this may not be the case at the time of implementation.
- 4.17 To ensure this assessment remains current at the time of implementation it is recommend that this reference be updated to 'industry best practice' at the time the conditions are given effect to.
- 4.18 To this end I note that the previous revision to these guidelines was in 2015; and in 2024 EIANZ have held workshops in Wellington and Auckland to workshop with practitioners on how these guidelines could be improved.
- 4.19 The proposed conditions provide reference simply to EIANZ guidelines (not dated).
- 4.20 This issue was also canvassed during the recent hearings for the NoRs for Te Tupu Ngātahi Supporting Growth Programme's North-West Strategic (5) and Local (14) Nor Hearings, with the panel raises concerns of future assessments being based on an outdated guidelines and with the decision adopting the condition to refer to or any updated version (point 448 in NoR Recommendation – Strategic and point 400 in Nor Recommendation – Local).

Certification

⁶ Hirvonen, H (2001). Impacts of highway construction and traffic on wetland bird community. ICOET 2001 Proceedings.

- 4.21 To manage ecological effects, the requiring authority has included with the application material draft conditions, including one for an Ecological Management Plan.
- 4.22 The contents of the Ecological Management Plans is to be informed based on site-specific surveys closer to the time of construction.
- 4.23 The general approach is supported; however, the condition includes a number of qualifying statements such as 'as far as practicable', 'reasonably practicable'.
- 4.24 These terms are not defined, and it is not clear who's opinion would be informing these assessments; or if they would be robust enough for Council to take enforcement action on (should it be required).
- 4.25 I therefore recommend that the condition be altered to allow for Council to certify the EMP prior to its implementation to make sure those measures are appropriate, align with the application material, and met the standards that the applicant has set out above.
- 4.26 I also consider this a matter of general practice as the Consent Authority is relying on the ecological management plan to address the adverse ecological effects.

Operational Effects

- 4.27 The EcIA includes a recommendation to address the identified operational effects where the effects have been assessed as Moderate or higher.
- 4.28 The only applicable attribute has been the effects on bats arising from the loss in habitat connectivity in NoRs 2 – 5.
- 4.29 To address the identified effect, the Bat Management Plan (BMP) will include buffer planting alongside road corridors linked to stream crossings and the design of appropriate lighting at strategic points along the road (stream crossings).
- 4.30 I consider this measure sufficient to address the identified effect.

5.0 Submissions

- 5.1 Submissions to NoRs 1 through to 5 do not identify any specific ecological concerns. Aspects indirectly related to ecological effects include reducing the requirement extent (width), the inclusion of a cycle path, stormwater management and the designation lapse date.
- 5.2 As such, it is not considered that any specific ecological response is required to be provided.
- 5.3 One submission (Submission 2 on NoR 2) concerns ecological enhancement conditions under an existing resource consent which overlap with the proposed designation. This is primarily involves the diversion and riparian

restoration of a watercourse and the submitters concern is that consent work will not be prevented by the Notice of Requirement.

- 5.4 This specific matter was raised with the applicant (C23 request) from which it is understood from the applicant that there had been stakeholder engagement with the submitter and the applicant resolved to address any conflicts.
- 5.5 The diversion and riparian enhancement of the stream is largely a regional matter, and it is expected this will need to be addressed in detail in a resource consent application.

6.0 Conclusions and recommendations

- 6.1 I consider that the effort expended in the site investigations is appropriate for the nature of the NoRs and the potential effects.
- 6.2 I consider that the methodologies, standards and guidelines used to assess ecological values are, generally, appropriate.
- 6.3 I also generally concur with the measures put forwards by the applicant to address identified effects; with some technical exceptions relating to:
 - 6.3.1 The justification for the 50 m search radius and appropriateness of the 20 m set back. Following a precautionary principle, it is recommended that the specification or recommendation of setback distances in the condition are removed (and can be developed as part of the Management Plan based on the specific activity and species) and the survey requirement trigger is also increased.
 - 6.3.2 It is accepted that the 2018 EIANZ guidelines are current industry best practice, but with an extended lapse date being sought for the NoRs of 20 years, this may not be the case at the time of implementation. To ensure this assessment remains current at the time of implementation it is recommend that this reference be updated to 'industry best practice' at the time the conditions are given effect to.
 - 6.3.3 The requiring Authority is relying on the Ecological Management Plan to address the effects. Due to this reliance, I consider it appropriate for the Regulatory Authority to have a role in certify the plan.
 - 6.3.4 The recommended amendments to proposed condition CC28 is set out below:
 - (a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:
 - i) Confirming whether the species of value within Biodiversity Areas¹ identified in Schedule 3 are still present, and;
 - ii) Confirming whether the Project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the ~~EIANZ guidelines~~ industry best practice.

(b) If the ecological survey confirms the presence of ecological features of value in accordance with Condition CC.28(a)(i) and that effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas.

6.3.5 The recommended amendments to part ii or proposed condition CC.29 are set out below:

- iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:
 - A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;
 - B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
 - C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50100m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;
 - C. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50100m of any construction area (including laydown areas). Measures could include:
 - i. a ~~20m~~ buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. and Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
 - ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the ~~20m~~ nesting buffer areas ~~should~~ must not occur until the Threatened or At Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;
 - iii. minimising the disturbance from the works if construction works are required within 50 100m of a nest, as advised by a Suitably Qualified Person;
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and
 - v. minimising light spill from construction areas into Wetlands.

Advice Note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- i. Stream and/or wetland restoration plans;*
- ii. Vegetation restoration plans; and*
- iii. Fauna management plans (eg avifauna, herpetofauna, bats).*

6.4 Subject to these modifications, I am able to support the NoRs.

Arboricultural Memorandum

Prepared for: Andrew An
Reporting Planner
Auckland Council

Prepared by: Leon Saxon
027 495 7221
leon@arborlab.co.nz

Date: 15 August 2024

Re: Arboricultural Assessment of 5 NOR
associated with Papakura to Bombay Stage 2

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Job Ref. 39027

1. Introduction

- 1.1 The New Zealand Transport Agency Waka Kotahi (NZTA) have lodged a package of four Notices of Requirement, referred to as the Papakura to Bombay Stage 2 Project (P2B Stage 2). The Notices of Requirement (NOR) are to designate land for the future construction, operation and maintenance of upgrades of the State Highway 1 (SH1) corridor. A full description of the proposal is provided in the information package submitted.
- 1.2 This memorandum is provided as specialist arboricultural advice for the planners preparing the s42a report for the five NOR.
- 1.3 In preparing this memorandum, the following documents have been reviewed:
 - Papakura to Bombay Stage 2 – Assessment of Environmental Effects (**AEE**), 16 February 2024
 - Designation Layout Plans prepared by Aurecon, dated 19-02-2024
 - Assessment of Arboricultural Effects Report (AAE), prepared by Matthew Paul, dated 16-02-2024
 - Assessment of Historic Heritage Effect Report prepared by Arden Cruikshank and John Brown, dated 17-02-2024
 - Landscape, Natural Character, and Visual Assessment, prepared by N. Lamb, dated 17-02-2024
 - Alternative Assessment Report, prepared by Aurecon, dated 16-02-2024
 - Section 92 further information response dated 07-07-2024 (**Section 92 Response**) including its Attachments; and
 - Submissions received on the NoRs application.
 - Late further information received 06-08-2024



- 1.4 Whilst reviewing those documents, I also reviewed each of the relevant general arrangement plans for each of the five NOR.
- 1.5 Further information was requested through the formal S92 process, and the information was provided by the Requiring Authority (RA). I was not satisfied with the further information and attended an on-line meeting with the reporting planners and members of the applicants planning team to discuss the unresolved issues on 20th June 2024.
- 1.6 Following that meeting, further information has been provided by the RA on 6 August 2024.

2. Qualifications and Experience

- 2.1 My full name is Leon Saxon.
- 2.2 I am a senior consultant arborist employed by Arborlab Ltd, 76D Paul Matthews Road, Albany, Auckland 0632.
- 2.3 Arborlab is one of New Zealand's leading green space asset management specialists. One of its services to provide arboriculture advice relating to all aspects of tree management from practical arboriculture and legal government processes to complex risk analysis and assessment and providing expert witness services.
- 2.4 I have been employed by Arborlab since March 2016. Part of my responsibilities is to assess, provide specialist input and prepare arboricultural reports to support resource consent applications for large infrastructure projects.
- 2.5 I hold a Diploma in Arboriculture from Wintec, the Waikato Institute of Technology. I am also a registered user of the Quantified Tree Risk Assessment System and a qualified International Society of Arboriculture Tree Risk Assessor.
- 2.6 I have over 25 years' experience in the arboricultural industry including approximately 10 years as a practical arborist undertaking pruning/felling/planting. I spent six years working for Auckland Council as an arborist in the Resource Consents and Compliance Department (North) and have spent the past 10 years specialising in consultancy.
- 2.7 Since 2016, I have provided specialist input to resource consent applications on a consultancy basis to the Auckland Council Consents and Compliance Department as an employee of Arborlab.
- 2.8 I also have experience in providing expert evidence in relation to major roading projects (Auckland's Eastern Busway) and cycle paths/shared paths (Glen Innes to Tamaki Drive Shared Path and Te Whau Shared Path).
- 2.9 I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it in preparing this evidence and agree to comply with it when giving my oral evidence to the Hearing. Other than where I state that I am relying on the advice of another person, this evidence is within my area of expertise.



3. Subject Matter

- 3.1 This memorandum relates to the arboricultural aspects of the Papakura to Bombay Stage 2 Project Notices of Requirement by NZTA, which consists of five NOR as follows:
- NOR1 – Alteration to SH1 Designation 6706, State Highway1 from North of Tākanini Interchange to south of Quarry Road, Drury
 - NOR2 – Alteration to SH1 Designation 6700, State Highway1 from south of Quarry Road, Drury to Bombay Road, Bombay
 - NOR3 – Alteration to SH1 Designation 6701, State Highway 1 from Quarry Road to Mill Road, Bombay
 - NOR4 – Shared User Path, State Highway 1 from Quarry Road, Drury to Bombay Interchange/Mill Road
 - NOR 5 – Drury South Interchange Connections, Adjacent State Highway 1 at Drury South Interchange, linking to Quarry Road to the east, and Great South Road to the west

4. Summary of Key Arboricultural Issues

- 4.1 It is noted that for the purposes of the NoR assessment, only matters pertaining to District Plan matters are to be considered. Any effects relating to Regional Plan matters are not covered by the designations, and further consents for those matters (if required) will be sought at a later date.
- 4.2 The trees affected by the proposed NoRs are predominantly located within the existing designations, in land zone Strategic Transport Corridor, or adjacent land zoned various Residential zones. As such, the AUP(OP) offers little to no protection to the majority of trees affected.
- 4.3 The most significant confirmed adverse effect to trees relates to the removal of a group (avenue) of notable London plane trees located at 1832 Great South Road (St Stephens College). The tree removal is required due to a large batter slope associated with the widening of SH1 and the shared use path. An assessment of alternatives was undertaken by the RA which may have allowed for the retention of a greater number of the notable London Plane trees, including a Multi Criteria Analysis (MCA). This involved the use of a retaining wall rather than a batter slope. Further information was requested through the S92 process, and meetings attended to gain a better understanding of why the retaining wall option was dismissed. I have not been convinced to date that the retaining wall option should be ruled out.
- 4.4 Potential for adverse effects to protected trees also exists in the form of damage to retained trees, including notable trees during construction. These adverse effects are proposed to be mitigated/minimised through the compilation and implementation of a Tree Management Plan (TMP) at the detailed design stage.



- 4.5 The AEE for the NoR identifies in Table 10-1 and section 10.5.2 that the NoR will have positive effects through the potential for an increase in tree canopy cover and improved quality of trees in the public realm through street tree planting. These positive effects are proposed to be achieved through the TMP and the Urban Landscape Design Management Plan at the detailed design stage.

5. Relevant Auckland Unitary Plan Rules – Vegetation

- 5.1 I have reviewed the Statutory Context section of the submitted Arboricultural Assessment of effects (AAE) and I generally concur with the manner in which the assessment has been undertaken.
- 5.2 Sections 4.1 and 4.2 of the AAE confirm that “the assessment has been limited to matters that would trigger a District Plan consent requirement”, and “Where regional consenting requirements are triggered, these will not be authorised by the designation, and will require further regional consents”. It goes on to explain at section 4.2 that, ‘while regional consents aren’t being sought, the vegetation effects triggering regional consents were considered at a high level during the assessment and did assist in informing the design’.
- 5.3 The AAE then provides a table at section 4.3 (Table 4-1 AUP:OP Regional Plan and District Plan rules). A paragraph before the table states “The following tables (sic – only one table) set out the relevant rules that apply tree protection for the Project under the District Plan and Regional Plan jurisdiction of the AUP:OP.
- 5.4 However, only District Plan rules seem to be set out in the table. These relate to section E26.4.3, and specifically Table E26.4.3.1 – Activity table – Network utilities and electricity generation – Trees in roads and open space zones and the Notable Trees Overlay.
- 5.5 This is not particularly important to my assessment, as regional consents are not being sought at this stage in any event. But it does make the reading of the AAE a little difficult to follow.
- 5.6 The ‘Note 1:’ which follows ‘Table 4-1 AUP:OP Regional Plan and District Plan rules’ of the AAE is also a little confusing. The heading references “Standard E26.5.3.2 Vegetation Alteration or removal”. I believe this to be an error and rather is meant to reference Standard E26.3.5.2 which outlines the Permitted Activity Standards for Regional vegetation rules. Given that the Regional vegetation rules (found at Table E26.3.3.1 of the AUP[OP]) are not listed in ‘Table 4-1 AUP:OP Regional Plan and District Plan rules’ of the AAE, the reference to these standards here is somewhat erroneous.
- 5.7 I do note that at E26.4.1, that the Objectives and Policies for Network utilities and electricity generation – Trees in roads and open space zones and the Notable Trees Overlay refer back the relevant sections for ‘D13 Notable Trees Overlay’, ‘E16 Trees in open space zones’ and ‘E17 Trees in roads’.



E26.4. Network utilities and electricity generation – Trees in roads and open space zones and the Notable Trees Overlay

E26.4.1. Objectives

The objectives for trees in roads and open space zones and the Notable Trees Overlay are located in [D13 Notable Trees Overlay](#), [E16 Trees in open space zones](#) and [E17 Trees in roads](#).

E26.4.2. Policies

The policies for trees in roads and open space zones and the Notable Trees Overlay are located in [D13 Notable Trees Overlay](#), [E16 Trees in open space zones](#) and [E17 Trees in roads](#).

Figure 1 – Snip of E26.4 of the AUP[OP]

D13.2. Objective

- (1) Notable trees and notable groups of trees are retained and protected from inappropriate subdivision, use and development.

D13.3. Policies

- (1) Provide education and advice to encourage the protection of notable trees and notable groups of trees in rural and urban areas.
- (2) Require notable trees and notable groups of trees to be retained and protected from inappropriate subdivision, use and development, by considering:
 - (a) the specific attributes of the tree or trees including the values for which the tree or trees have been identified as notable;
 - (b) the likelihood of significant adverse effects to people and property from the tree or trees;
 - (c) the degree to which the subdivision, use or development can accommodate the protection of the tree or groups of trees;
 - (d) the extent to which any trimming, alteration or removal of a tree is necessary to accommodate efficient operation of the road network, network utilities or permitted development on the site;
 - (e) alternative methods that could result in retaining the tree or trees on the site, road or reserve;
 - (f) whether minor infringements of the standards that apply to the underlying zone would encourage the retention and enhancement of the tree or trees on the site;
 - (g) whether the values that would be lost if the tree or trees are removed can be adequately mitigated;
 - (h) whether the proposal is consistent with best arboricultural practice;
 - (i) methods to contain and control plant pathogens and diseases including measures for preventing the spread of soil and the safe disposal of plant material; and
 - (j) the provision of a tree management or landscape plan.

Figure 2 – Snip of Objectives and Policies of the Notable trees Overlay AUP[OP]



6. General Comments on SGA Arboricultural Assessment

- 6.1 The SGA arboricultural assessment report provides a reasonable level of detail to inform the assessment of effects.
- 6.2 It is understandable that at the NoR stage, detailed designs are not available, and exact levels of effects to trees is difficult to confirm. Notwithstanding this, it is considered that the level of assessment should be commensurate with the potential levels of adverse effects. Given that the group of London plane trees at St Stephens College are listed as Notable trees, the level of detail in the assessment of these trees, and the potential alternatives which might allow for their retention is lacking in my opinion.
- 6.3 Modern standards, and best practice methods for assessing adverse effects to trees involves individually identifying each of the trees and quantifying a 'Tree Protection Zone'. This is generally accepted within the industry as being 12 x the diameter of the trunk at breast height. There are some variations to this depending on the standard one refers to, and on-site conditions as well as other factors.
- 6.4 Once a Tree Protection Zone (TPZ) has been calculated, an assessment can be made on what effect a specified level of root zone disturbance may have on an individual tree. I acknowledge that this level of detail is generally provided at the detailed design / Tree Protection Management Plan stage. However, in the case of the identified London plane trees at St Stephens College, I believe this level of detailed assessment was warranted at the NoR Stage, and may have helped to inform decisions over whether the retaining wall option was viable from an arboricultural perspective.
- 6.5 An Multi Criteria Analysis (MCA) was undertaken by the RA regarding an alternative which may have potentially allowed for the retention of more of the group of Plane trees. This related to utilising a retaining wall at the edge of the shared user path, rather than a batter slope. As part of that MCA, a greater level of detail should have been available for assessment.
- 6.6 The trunks of the trees should have been accurately surveyed and plotted onto the plans. Tree protection Zones, and accurate crown spreads should have been identified, so that potential adverse effects of the retaining wall option could have been considered.
- 6.7 It would have been useful if sections 6.3 Existing Environment and 6.4 Assessment of Construction Effects were broken down by each of the 5 NoR.

7. Comments on the Assessment of Arboricultural Effects by NoR

NoR 1

- 7.1 NoR involves alteration to SH1 Designation 6706 which will provide for widening of the existing SH1 corridor.
- 7.2 There is a group of good quality totara trees near the Quarry Road overbridge within the proposed expanded designation which have not been identified in the AAE. They appear unaffected by the proposed works, but they should be identified now so that they are included in the Tree Protection Management Plan.

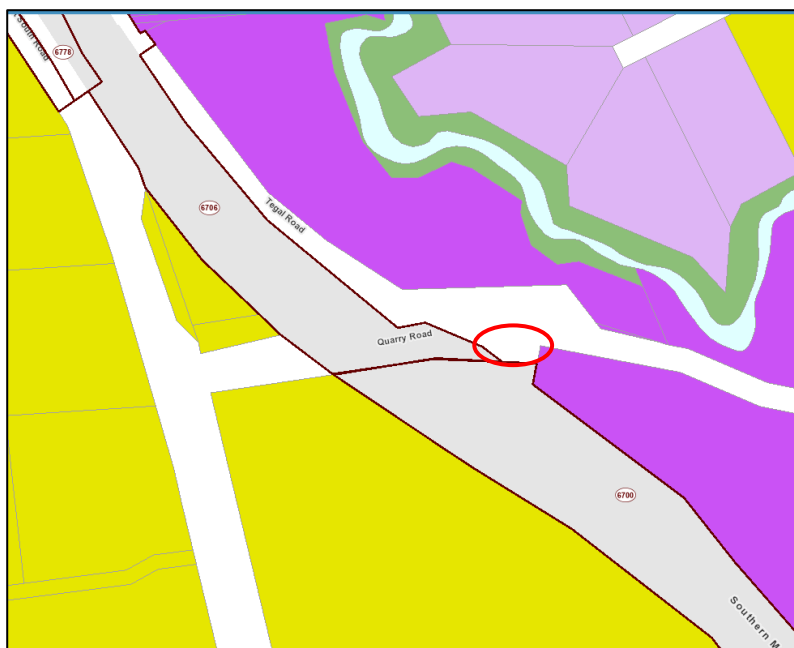


Figure 3 – Snip of Auckland Council GeoMaps. Location of trees circled; zoning is road reserve.

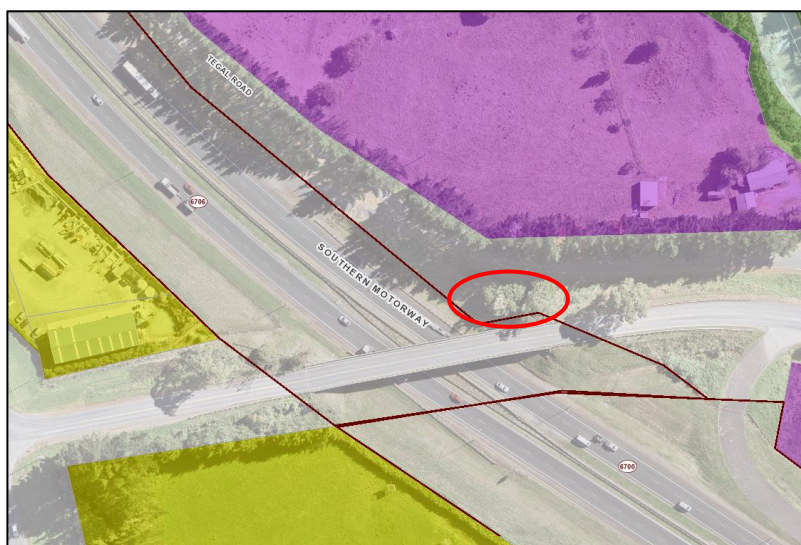


Figure 4 – Location of the identified totara trees.



Figure 5 – Google streetview imagery of subject Totara trees.

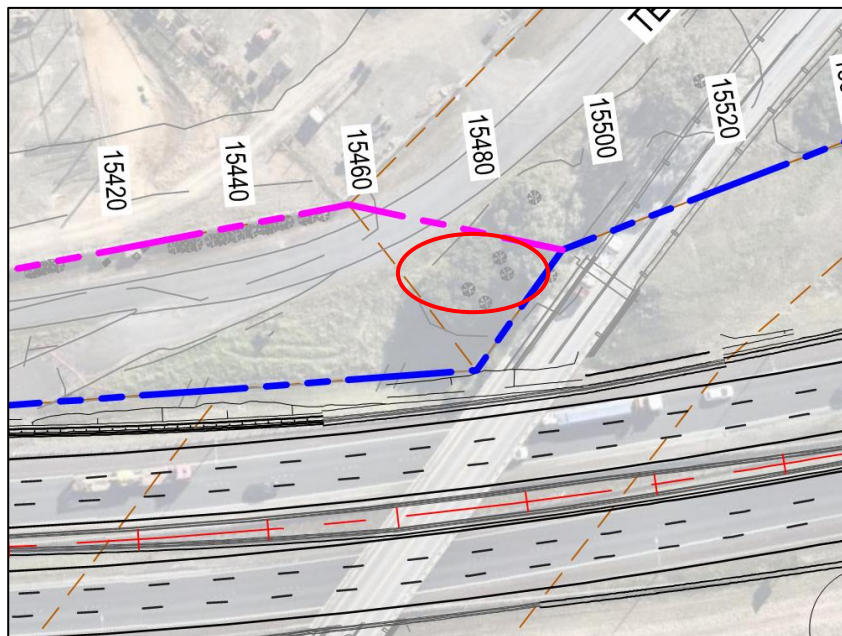


Figure 6 – Snip of relevant General Arrangement Plans. Annotated red circle indicates location of trees.

NoR 2 – Alteration to SH1 Designation 6700

- 7.3 Three reasonable quality oak trees located within the road reserve of Maher Road, and within the expanded designation have not been identified in the AAE. They appear unaffected by the proposed works, but they should be identified now so that they are included in the Tree Protection Management Plan.

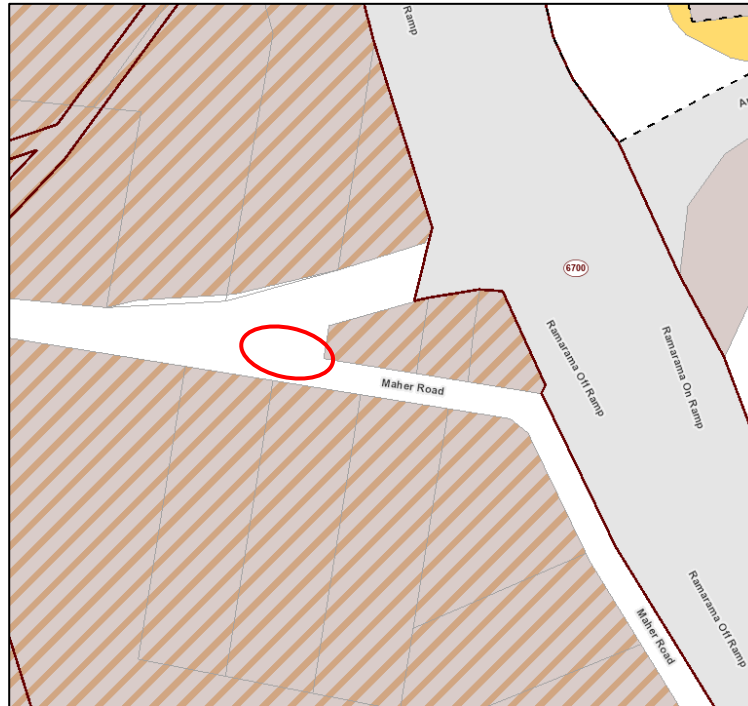


Figure 7 – Snip of Auckland Council GeoMaps. Location of trees circled; zoning is road reserve.



Figure 8 – Location of the identified oak trees.



Figure 9 – Google streetview imagery of subject oak trees.

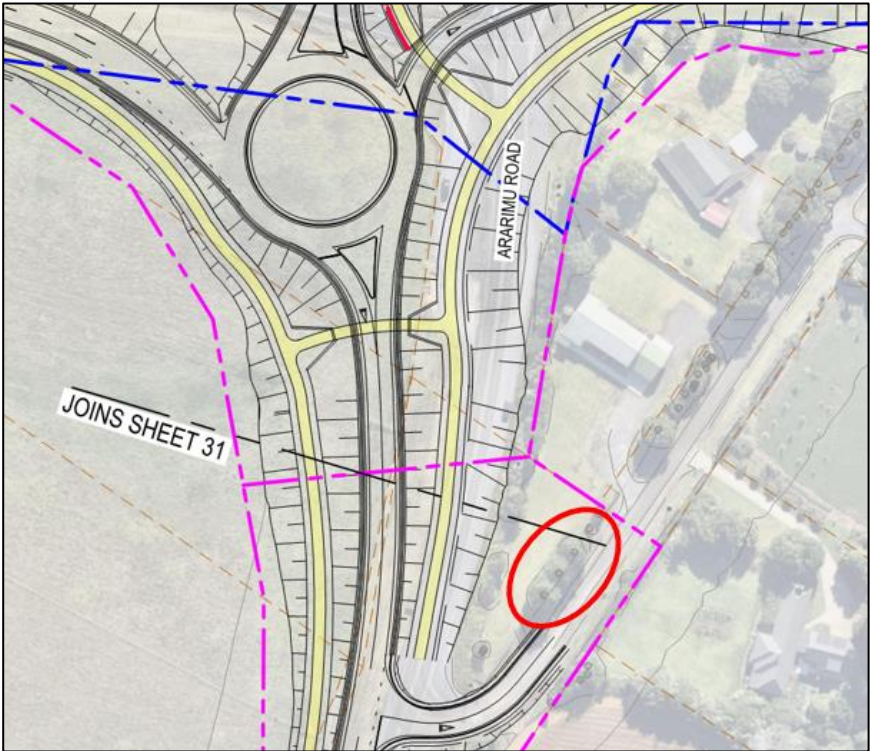


Figure 10 – Snip of relevant General Arrangement Plans. Annotated red circle indicates location of trees.



- 7.4 NoR 2 includes the area of SEA vegetation included in the AAE as Tree Group 1. This vegetation is located at 1799B Great South Road. It is noted that the designation boundary has not been altered where it passes the group of SEA vegetation. I concur that any adverse effects to this group of trees can be managed at the OPW stage.

NoR 3 – Alteration to SH1 Designation 6701

- 7.5 NoR 3 involves alteration to the existing SH1 Designation 6701 to provide for widening of the existing SH1 corridor. This area includes the group of notable London plane trees at St Stephens College, a group of notable pūriri trees and two individual notable Norfolk Island pine trees on the opposite side of SH1. The pūriri trees and the Norfolk Island pine trees do not appear to be affected by any of the works shown on the General Arrangement plans. They will also be considered at the OPW stage.
- 7.6 It would appear that the group of London plane trees will be affected to some degree by both the widening of the motorway, associated with Designation 6701, and with construction of the shared use path, Designation 6701. I will direct my comments to the effects on this group of trees to the main cause of affects, associated with the shared use path.

NOR 4 – Construction, Operation and Maintenance of a SUP

- 7.7 The shared user path is proposed to be constructed on the western side of SH1. There is a group of notable London plane trees located on the property at 1832 Great South Road (St Stephens College) with some of the group located within the existing designation, and the remainder of the group to be encapsulated by the extended designation boundary.
- 7.8 The design portrayed in the General Arrangement Plans shows extensive battering beyond the western edge of the shared use path. It is stated in the AAE that “it is anticipated that the row of London Plane trees currently growing directly adjacent to the northern side of SH1 on road reserve will require removal”. This is slightly incorrect as the trees are growing within Strategic Transport Corridor land, not within road reserve. It goes on to state that “the proposed removals will consist of approximately twenty-one (21) smaller Notable London Plane trees growing on either side of the entranceway (running east west), and at least thirteen (13) of the more significant, Notable, London Plane trees growing on either side of the entranceway six (6) on the southeast side and seven (7) on the northwest side also require removal”.
- 7.9 The group of notable London plane trees has been separated in the AAE into two groups, Group 2 being a group of younger, smaller trees, and Group 3 being older, larger trees. The groupings are identified at Figure 6-12 and in slightly more detail at Figure 3 of Appendix A.



- 7.10 Group 2 are described in the AAE as being “much younger than the trees within Group 2” (sic – should read Group 3) and likely to have been planted after the motorway construction works in 1993. I do not dispute the fact that the trees within Group 2 are younger and smaller than the trees in Group 3. The trees within Group 3 are estimated in the AAE as being at least 100 years old and “in good health and condition and of typical form for the species...”
- 7.11 The key driver for the removal of these trees is the batter slope to the west of the shared use path. I can concur that the effect of utilising a batter slope as proposed will require the number of tree removals as described in the AAE.
- 7.12 I note that the Landscape, Natural Character, and Visual Assessment Report (Landscape and Visual) states that there will be more than minor adverse effects “at GSR private dwelling and St Stephen’s School driveway (VP7 and VP8) due to close proximity of dwelling and loss of notable trees with high amenity value”. The residual adverse effects are then described as “VP7: Minor effect, achieved through replanting of trees to screen SUP and high-quality screen façade of elevated SUP” (refer Executive Summary – Table 0-2 Summary of visual amenity effects).
- 7.13 The recommendations of the Landscape and Visual report (refer to Executive Summary) state that *“With the adoption of mitigation measures, the effects of landscape and visual amenity are managed. There is potential to reduce More than Minor effects of the Project, to Minor effects, in the following areas:*
- *NoR 4: planting of trees to be reinstated to both sides of the realigned St Stephens School driveway to restore avenue of trees, and for indigenous/native planting to the SUP embankment.”*
- 7.14 These matters are discussed in more detail at section 8 of the Landscape and Visual Report. The recommendations include that “Further design refinements are undertaken to ensure all works affecting the Notable London Plane trees are minimised, with replacement trees along the realigned driveway planted at an early phase to reinstate landscape amenity”.
- 7.15 The adverse effects on the values of the scheduled group of notable trees is assessed to be more than minor. Replacement planting of a new area of trees as proposed will mitigate adverse effects in time, however, this will take decades to achieve. These adverse effects should be avoided in the first instance.

8. Assessment of Alternatives

- 8.1 The Assessment of Alternatives report discusses the “potential for significant adverse effects on the property at 1832 Great South Road (St Stephens School) as a result of the removal of Notable Trees from the site”.



- 8.2 The report explains the rationale for placing the shared use path on the western side of SH1 (refer section 8.1.2). I do not dispute the rationale for placing the SHP on the western side of SH1. Given the requirement to place the SHP on the western side of SH1, two options were considered by the RA. One, the proposed batter slope (Option 1), and two, a retaining wall (Option 2).
- 8.3 The option of the retaining wall is discussed at section 8.2.2 of the Assessment of Alternatives report. It is stated that the option would “allow the driveway at 1832 Great South Road to be maintained in its existing location” and that “the proposal would require less trees to be removed from the site (approximately 12-13 trees)...”.
- 8.4 It is unclear to me how the decision was made that the 12 – 13 trees would require removal under the retaining wall option. Without accurate surveying, calculating root zones affected, and pruning required, this seems to be a very high-level assumption. It may be found that through the retaining wall option the majority of the avenue may be able to be retained.
- 8.5 Section 8.2.3 of the report discusses the outcomes of an MCA (Multi criteria analysis) that was undertaken for the St Stephens College site. Design option 2 (retaining wall) was discounted for the following reasons:
- The higher construction and ongoing maintenance costs, associated with a large retaining wall,
 - The landscape and visual amenity impacts associated with a large structure, and the inability to integrate the structure with the surrounding landscape, with the use of planting; and,
 - Potential for adverse safety effects as the access would be in close proximity to the retaining wall which could limit visibility for vehicles entering and exiting the site.
- 8.6 With regards to the ongoing maintenance costs associated with the retaining wall option, I note that the MCA document states the opposite under the ‘Economic’ criteria. Under the *Construction – Ongoing maintenance costs*, the Retaining wall option is scored 0 with a comment “Retaining wall likely to require minimal maintenance”, and the batter slope option scored -1 with the comment “Embankment will require planting and ongoing maintenance”.
- 8.7 It has been stated in the most recent NZTA RFI response (dated 06.08.24) that “The provisions of the AUP, in particular E26.2.1 and E26.2.2, expressly state that infrastructure, such as the proposed Shared Use Path, may need to locate in and traverse scheduled areas, like the notable trees on the St Stephens School site.
- 8.8 This is true, but also contained in section E26.2.2. Policies is the following:
- (6) Consider the following matters where new infrastructure or major upgrades to infrastructure are proposed within areas that have been scheduled in the Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character:

- (d) whether there are any practicable alternative locations, routes or designs, which would avoid, or reduce adverse effects on the values of those places, while having regard to E26.2.2(6)(a) - (c);

8.9 There are ways to mitigate the visual appearance of retaining walls, such as growing vines/creepers, such as the indigenous *Muehlenbeckia axillaris*. This has been used to good effect on numerous motorway projects, including SH16 (Western Ring Route).



Figure 11 – Example of planted retaining wall on SH16 (Google streetview).

8.10 Additionally, if the existing trees (or the majority) were able to be retained and incorporated into the retaining wall option, then they would largely obscure any view of the wall.



Figure 12 – View of the existing notable plane trees from Great South Road. If retaining wall was constructed along SH1 edge, the wall would be behind the trees.



9. Overall Mitigation Approach

- 9.1 The AAE provides recommended measures to avoid, remedy or mitigate construction effects (Section 6.5). The report outlines three ways in which this is to be achieved. At 6.5.1, it recommends that a Tree Management Plan should be developed prior to construction, to assess the existing trees that require removal and detail methods for work within the root zones of trees to be retained. It goes on to detail what the TMP should include. I support this approach.
- 9.2 It goes on to outline the specific mitigation proposed to mitigate the adverse effects associated with the removal of the Notable trees. The approach is to undertake mass planting of native vegetation, of an area in metres squared, at least the same as the current canopy area of the notable trees to be removed. The vegetation types to be planted are to be decided through the compilation of the Urban Landscape Design Management Plan (ULDMP). It goes on to state that "A further provision is to be included as part of Condition PC7, that ensures that new trees within this area will include species that reach a mature height greater than 10.0m.
- 9.3 I also note that the mitigation approach outlined in the Landscape and Visual Assessment report with regards to the loss of notable trees differs from the approach outlined in the AAE. The recommended mitigation measures in that report rely on replanting the avenue of plane trees along the realigned driveway.
- 9.4 I was informed in the meeting held on 20th June 2024 that the replacement planting of the avenue of Plane trees on either side of the realigned driveway at St Stephens College was not proposed. This is apparently due to that land ultimately being not within the designation following completion of construction and; through consultation with the landowners that replacement of the avenue of Plane trees was not their preferred option.
- 9.5 Whilst my preferred option is to avoid removal of the Notable Plane trees (as many as practicably possible), I accept that the requirements set out in the proposed conditions, and the described specific mitigation measures set out in the AAE would, in general, sufficiently mitigate the adverse effects envisaged.

10. Submissions

- 10.1 I have reviewed the submissions and did not note any that raised any significant issues regarding trees currently protected by District Plan level rules of the AUP:OP.

11. Proposed Conditions of NOR

- 11.1 To identify existing trees protected under the District Plan, and suitably manage potential adverse effects to those trees, a condition of requiring preparation of a Tree Protection Management Plan (TMP) has been proposed by the Requiring Authority as part of a suite of conditions for each of the NOR.



- 11.2 A condition is also proposed for the preparation of an Urban and Landscape Design Management Plan (ULDMP) for each of the designations. The wording of the condition is considered suitable for ensuring that mitigation planting is carried out to a good standard. This includes the specific condition, PC7 for the St Stephens School Planting Plan.
- 11.3 If the NoR's are approved in their current form, I support both of the aforementioned conditions as the appropriate tool to manage the actual and potential adverse effects of the NOR.
- 11.4 If the NoR's were approved in their current form, I believe that a further condition is required, that ensures that the retaining wall option is considered further at detailed design stage.

12. Conclusions and Recommendations

- 12.1 I support the approval of NoR's 1-3 and 5.
- 12.2 I do not support the approval of NoR 4 in its current form due to the adverse effects on the group of Notable London Plane trees. I consider that the option of utilising a retaining wall, which may allow retention of a greater number of these trees, has been dismissed without sufficiently detailed analysis undertaken.
- 12.3 The conditions proposed by the Requiring Authority for the ULDMP and TMP are considered suitable measures to manage potential adverse arboricultural effects if the NoR's are approved.
- 12.4 If NoR 4 is approved, I recommend that a suitable condition is added, which requires further detailed analysis of the retaining wall option alongside the group of Notable London Plane trees is undertaken and provided as part of the OPW process.

Technical memorandum

Notices of Requirement: Historic heritage, Archaeology:

Papakura to Bombay Papakura ki Pukekura (P2B) Stage 2: NoRs 1-5 for route protection along 9.5km of the southern motorway (SH1).

1. Introduction

- 1.1 My name is Myfanwy May Eaves, and I am the Senior Specialist: Archaeology at Auckland Council (the Council).
- 1.2 I have a Bachelor of Arts (BA) and Master of Arts (MA) (Hons) from Auckland University in Anthropology and Chinese. I also have a Master of Social Sciences (MSocSci) in Industrial Archaeology from the University of Birmingham, United Kingdom.
- 1.3 I have been in this role for ten (10) years. I provide information and advice on request and provide direction and assistance to the Council's compliance and monitoring officers for consented works. I provide technical reviews for resource consent applications and Notices of Requirement across the Auckland region. I also provide advice and subject matter assessments to Council officers on matters relating to the care and protection of historic heritage/archaeology across the Auckland region.
- 1.4 I attended the site visit for all the NoR with other subject matter experts on 28 February 2024.
- 1.5 This memo is my expert technical evidence on five NoRs, as well as relevant submissions, to my area of expertise, historic heritage, and archaeology. I note statements in the application confirm that any regional resource consents will be applied for at a future date.¹

1.6 Code of Conduct

I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it in preparing this evidence and agree to comply with it when giving any oral evidence to the Hearing. Other than where I state that I am relying on the advice of another person, this evidence is within my area(s) of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

I have qualified my evidence where I consider that any part of it may be incomplete or inaccurate, and identified any information or knowledge gaps, or uncertainties in any scientific information or mathematical models and analyses that I am aware of, and their potential implications. I have stated in my evidence where my opinion is not firm or concluded because of insufficient research or data or for any other reason and have provided an assessment of my level of confidence, and the likelihood of any outcomes specified, in my conclusion.

¹ *Papakura to Bombay Stage 2, Assessment of Effects on the Environment*. Revision A, 16/02/2024. Prepared by Aurecon New Zealand Limited for NZTA Waka Kotahi. Section 1, Introduction.

2. Scope and Structure

The Requiring Authority has provided an assessment by two Subject Matter Experts as Appendix H in the NOR documents. This provides an analysis of risk to the known archaeological/historic heritage resource either within or adjacent to the location.² Comment is provided for each area of works, including the potential for future construction and operation effects of this proposal on the archaeological/historic heritage resource.

The methodology used for this assessment (ibid) follows normal professional practice, that is, data collection and analysis from acknowledged professional sources (e.g. soils, vegetation, archives) as well as the New Zealand Archaeological Association site record files (ArchSite) and Auckland Council public data sets (GeoMaps and CHI inventory). Field surveys³ were undertaken to test and verify the data through site relocation (or not) and provided a landscape analysis of the historic heritage resource visible today. This is standard professional practice to ascertain if an area, place, building or archaeological site might be affected in any way by any part of the proposal.

2.1 Subject Matter

This memo covers the second stage of Papakura to Bombay Notices of Requirement lodged by Waka Kotahi NZTA. The five NoR will protect land required for the future upgrades of the SH1 corridor:

NoR1: Alteration to SH1 Designation 6706.

NoR2: Alteration to SH1 Designation 6700.

NoR3: Alteration to SH1 Designation 6701.

NoR4: A shared user path with associated infrastructure.

NoR5: Drury South Interchange connections.

2.2 I have reviewed the relevant reports contained in the NoR and Resource Consent, as well as any related submissions, for any effects on historic heritage and archeology as stated in the interpretation and application section (Part 1 section 2) of the RMA 1991.

2.3 This memo assesses historic heritage and archaeological sites in the proposed extent of works area only. The report does not discuss or comment on cultural matters as these are matters for Mana Whenua only to comment on.

3. Summary of key issues

² *Papakura to Bombay Stage 2 Assessment of Historic Heritage Effects*. Revision A, 16/02/2024. Prepared by Arden Cruickshank of CFG Heritage Limited (archaeology) and John Brown of Plan.Heritage (built heritage) for NZ Transport Agency Waka Kotahi (NZTA).

³ Cruickshank 2024 pp 31- 40 inclusive.

- 3.1 Adverse effects from this project are yet to be detailed, this will occur at a future date. The proposed route protection corridor/s have been adequately assessed by the applicant's historic heritage experts and mitigation measures have been suggested, such as including heritage themes into the urban landscape design framework (ULDF) – such an approach will have a positive effect on heritage outcomes.⁴
- 3.2 However, there have been limited archaeological surveys along the proposed route, other than for new development sites which do not provide an historic heritage landscape analysis approach.⁵ I concur with Cruickshank's statement (section 4.4.5) regarding the potential for future growth in the area to provide new opportunities for the identification and recording of more historic heritage sites across the area.
- 3.3 Cruickshank's desktop research identified approximately 12 locations within 200m of the proposed extent of works which could be affected by this proposal. These included trees, structures, waterways and even the Great South Road itself. Five potential sites were excluded from further research as initial screening showed them to be outside the proposed NoR areas.
- 3.4 Two of the items (The Bishop Selwyn Cairn Stone Monument and Ramarama Hall) were confirmed as within the proposed NoRs. It was also determined that there is a possibility of the original road surface of the Great South Road remaining, particularly at the Southern Motorway overbridge near St Stephen's School entrance.
- 3.5 Cruickshank has identified that a portion of the avenue of plane trees leading to St Stephen's school will be affected, but low potential for the puriri grove and Norfolk pines adjacent to the Selwyn Cairn to be affected. No further built heritage structures were identified during the field survey.⁶
- 3.6 Overall, the potential for more than minor effects is considered unlikely. A table of this information is presented below (Table 1).⁷

Table 1: Historic heritage sites potentially affected by the proposed route protection applied for in the five NoRs.

Notice of Requirement	Key Historic Heritage	Issue/clarification of my understanding
NOR3	CHI15071 Ramarama Hall	Avoided – no issue. Relocated for construction of motorway in 1960s. Little apparent original material remaining.
NOR3	AUP Schedule 14.1 ID 1537 (CHI1800) Memorial cairn to Bishop Selwyn	Avoided – no issue. Mitigation proposed: HHMP and HNZPT archaeological authority.
	St Stephen's school for Māori Boys (CHI 19790)	Avoided
All	Original C19th Great South Road surface	Mitigation proposed: HHMP and HNZPT archaeological authority.

⁴ Cruickshank 2024:49.

⁵ Cruickshank 2024, various and p19.

⁶ Cruickshank 2024:40.

⁷ Cruickshank 2024:19-40.

TBC	Four tributaries of the Ngākōroa and Hingaia Streams where they intersect the proposed NoRs	Two surveyed, remainder to be surveyed. Mitigation proposed: HHMP and HNZPT archaeological authority.
NOR3	Avenue of London Plane trees east portion CHI19790 Associated with St Stephen's School for Māori Boys (CHI 19790)	Mitigation proposed: HHMP and HNZPT archaeological authority.
ALL	Potential unrecorded archaeological sites (pre-1900).	Mitigation proposed: HHMP and HNZPT archaeological authority.

4. Overall comment

- 4.1 The Heritage Unit appreciate the cautious approach taken by the Requiring Authority's historic heritage experts. I consider that all known risks have been identified and a viable mitigation approach suggested.
- 4.2 The known historic heritage items along the proposed route tend to reflect colonial history – the construction of the Great South Road, the invasion of the Waikato and the subsequent European rural settlement along the land route to Waikato. Therefore, any information or specific tools that address the gaps in the historic heritage record are encouraged.
- 4.3 I concur with the assessments of the effects on known sites, and I agree with statements made regarding individually identified sites. I consider this assessment and statements made by Cruickshank and Brown to be suitable at this stage of the project, route protection.
- NoRs for route protection are, by their very nature, a desk-top exercise. Cruickshank and Brown have used the AUP Regional Policy Rules to examine the potential effects on the heritage values of items listed in Table 1. This is useful approach to the assessment of landscape values at this stage of the proposal.⁸
- 4.4 Cruickshank and Brown have assessed the effects on the known sites in and adjacent to the area of the proposed works. Provided suitable monitoring and recording requirements are included with the conditions any effects on archaeology/historic heritage can be appropriately mitigated.⁹
- 4.5 For completeness, no places are recorded on the New Zealand Heritage List/Rārangī Kōrero for the project areas.

⁸ Cruickshank 2024:44, 45.

⁹ Cruickshank 2023:34. However, we consider this recording and destruction to be *replacement by record* as the archaeological place is not preserved; rather the archaeological place is replaced via the retention of a sub-set of the archaeological place and the dissemination of the results of the investigations.

- 4.6 I did not make a s92 request for further information as all known matters were addressed. I am still of this opinion.

5. Submissions

- 5.1 I have reviewed submissions for the proposed works. The table below lists all submissions, none of which have raised historic heritage matters. No further comment is required.

Table 2: Submissions received for NORs1-5 inclusive.

	Total	Heritage issues
NOR1	9	Nil
NOR2	12	Nil
NOR3	12	Nil
NOR4	14	Nil
NOR5	9	Nil
<i>Total</i>	56	Nil

6. Comment on Proposed Conditions.

- 6.1 I consider the Conditions proposed to be appropriate for a proposal for route protection. There is a lack of consistency which could be addressed.
- 6.2 NOR1 for changes to Designation 6706 advises that PC3 (c)(iii) requires an HHMP to be produced and that HH2 and HH3 are deleted.¹⁰
- 6.3 NOR2 for changes to Designation 6707¹¹ advises that PC3 (c)(iv) requires an HHMP but the Construction Condition (CC) will be for the HHMP (CC.27). The HHMP should be prepared prior to construction, therefore it is suggested that this be moved forward to be a Pre-construction condition.
- 6.4 NOR3 for changes to Designation 6701 advises that PC3 (c)(iv) requires an HHMP but the Construction Condition (CC) will be for the HHMP (CC.27). The HHMP should be prepared prior to construction, therefore it is suggested that this be moved forward to be a Pre-construction condition.
- 6.5 NOR5 is identical to 2, 3 and 4.
- 6.6 Recent and unrelated NOR hearings place historic heritage mitigation conditions within the Urban Landscape Design Management Plan (ULDMP) in order to remove any potential conflicts in outcomes. It is suggested that this project considers the same

¹⁰ OPW designation change dated 16 February 2024. Different versions of this date state the HHMP is (c)(ii).

¹¹ OPW designation changes dates 16 February 2024.

approach. Mitigation for the destruction of part of a historic heritage site should be placed in conditions section (g) of the ULDMP around (iv) or later. Appropriate wording for this condition could be:

The integration of any Historic Heritage information or sites affected by this project and the provision of interpretation signage, if appropriate.

7. Recommendations

- 7.1 I have assessed the effects of the proposal on the historic heritage resource, the magnitude of these effects, and whether adverse effects are avoided, minimised or mitigated. Overall, I consider the effects on historic heritage to be minor or less than minor.
- 7.2 There is no National Policy Statement on Historic Heritage to assess this application against.
- 7.3 In summary, I support the NORs provided adequate mitigation occurs for any adverse effects on the archaeological and historic heritage resource. The conditions offered in the application documentation along with agreed variations, should be attached to any granted NOR and will ensure the effects on historic heritage will be minor.

Signed:

Dated:



22 July 2024

Having been made aware of several errors in the references in my built heritage memo, I have reviewed Ms Eaves' memo in her absence and recommend that the following paragraphs replace the paragraphs 6.2 to 6.5 above:

- 6.2 NOR1 for changes to Designation 6706 advises that PC3 (c)(ii) requires an HHMP to be produced.
- 6.3 NOR2 for changes to Designation 6707 advises that PC3 (c)(iv) requires an HHMP but the Construction Condition (CC) will be for the HHMP (CC.27). The HHMP should be prepared prior to construction, therefore it is recommended that this be moved forward to be a pre-construction condition.
- 6.4 NOR3 for changes to Designation 6701 advises that PC3 (c)(iv) requires an HHMP but the Construction Condition (CC) will be for the HHMP (CC.27). The HHMP should be prepared prior to construction, therefore it is suggested that this be moved forward to be a pre-construction condition.
- 6.5 NORs 4 and 5 are identical to 2 and 3.

Dan Windwood – Senior Built Heritage Specialist, Auckland Council, 3 September 2024

Peer Review

Name: Chris Mallows, Team Leader Cultural Heritage Implementation, Heritage Unit, Planning and Resource Consents Department, Policy, Planning and Governance Directorate

Date: 3 September 2024

Remarks: Agree with and approve edits to the memo.

Technical memorandum

Notices of Requirement: Built Heritage:

Papakura to Bombay Papakura ki Pukekura (P2B) Stage 2: NoRs 1-5 for route protection along 9.5km of the southern motorway (SH1).

1. Introduction

- 1.1 My name is Daniel Spencer Windwood, and I am a Senior Built Heritage Specialist at Auckland Council.
- 1.2 I am a Senior Built Heritage Specialist in the Built Heritage Implementation Team in the Heritage Unit at Auckland Council. I have held this post since August 2018. In this role I provide professional specialist advice on development affecting scheduled historic heritage places relating to built heritage and special character.
- 1.3 I hold a Bachelor of Arts (Honours) degree in Archaeology (International) from the University of Leicester in the United Kingdom, graduating in 2004. As part of this degree, I spent a year studying at Flinders University of South Australia, Adelaide. In 2005 I graduated with a Master of Arts degree in Landscape Studies from the University of Leicester.
- 1.4 I have over fourteen years professional experience as an urban planner and heritage specialist. This includes over seven years in New Zealand, including periods working as a heritage specialist for Wellington City Council and Dunedin City Council. I have also worked in Canada and the United Kingdom in urban planning, building conservation and heritage management.
- 1.5 I am fully accredited as a Member of the Institute of Historic Building Conservation (www.ihbc.org.uk). The IHBC is the professional body for building conservation practitioners and historic environment experts working in the United Kingdom, with connections to the Republic of Ireland. The Institute exists to establish, develop and maintain the highest standards of conservation practice, to support the effective protection and enhancement of the historic environment, and to promote heritage-led regeneration and access to the historic environment for all. Full Members have demonstrated their skills, knowledge and experience in built and historic environment conservation as a multidisciplinary and interdisciplinary practice, in line with the Institute's membership standards and criteria and the international models on which they are based.
- 1.6 I attended the site visit for all the NoR with other subject matter experts on 28 February 2024.
- 1.7 This memo is my expert technical evidence on five NoRs, as well as relevant submissions, to my area of expertise, built heritage.

1.8 Code of Conduct

I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and have complied with it in preparing this evidence and agree to

comply with it when giving any oral evidence to the Hearing. Other than where I state that I am relying on the advice of another person, this evidence is within my areas of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

I have qualified my evidence where I consider that any part of it may be incomplete or inaccurate, and identified any information or knowledge gaps, or uncertainties in any scientific information or mathematical models and analyses that I am aware of, and their potential implications. I have stated in my evidence where my opinion is not firm or concluded because of insufficient research or data or for any other reason and have provided an assessment of my level of confidence, and the likelihood of any outcomes specified, in my conclusion.

2. Scope and Structure

The Requiring Authority has provided an assessment by two Subject Matter Experts as Appendix H in the NoR documentation. This provides an analysis of risk to the known built heritage resource either within or adjacent to the location.¹ Comment is provided for each area of works, including the potential for future construction and operation effects of this proposal on the archaeological/historic heritage resource.

The methodology used for this assessment generally follows normal professional practice, that is, data collection and analysis from acknowledged professional sources) as well as the New Zealand Archaeological Association site record files (ArchSite) and Auckland Council public data sets (GeoMaps and CHI inventory). Field surveys² were undertaken to test and verify the data) and provided a landscape analysis of the historic heritage resource visible today. This is standard professional practice to determine the effects of any part of the proposal to the built heritage

2.1 Subject Matter

This memo covers the second stage of Papakura to Bombay Notices of Requirement lodged by Waka Kotahi NZTA. The five NoR will protect land required for the future upgrades of the SH1 corridor:

NoR1: Alteration to SH1 Designation 6706.

NoR2: Alteration to SH1 Designation 6700.

NoR3: Alteration to SH1 Designation 6701.

NoR4: A shared user path with associated infrastructure.

NoR5: Drury South Interchange connections.

¹ *Papakura to Bombay Stage 2 Assessment of Historic Heritage Effects*. Revision A, 16/02/2024. Prepared by Arden Cruickshank of CFG Heritage Limited (archaeology) and John Brown of Plan.Heritage (built heritage) for NZ Transport Agency Waka Kotahi (NZTA).

² Cruickshank 2024 pp 31- 40 inclusive.

2.2 I have reviewed the relevant reports contained in the NoR and Resource Consent, as well as any related submissions, for any effects on historic heritage and archeology as stated in the interpretation and application section (Part 1 section 2) of the RMA 1991.

2.3 This memo assesses built heritage places in the proposed extent of works area only. The report does not discuss or comment on archaeological matters as they are covered by my colleague Myfanwy Eaves' report. It does not discuss or comment on cultural matters as these are matters for Mana Whenua only to comment on.

3. Summary of key issues

3.1 Adverse effects from this project are yet to be detailed and are proposed to occur at a future date.

3.2 The proposed route protection corridor/s have been adequately assessed by the applicant's historic heritage experts and mitigation measures have been suggested, such as including heritage themes into the urban landscape design framework (ULDF)³. I strongly support the inclusion of built heritage within a landscape framework as an appropriate way of managing their wider spatial and temporal contexts.

3.3 Desktop research has identified two historic buildings and structures within 200m of the proposed extent of works which could be affected by this proposal. These places were confirmed to be located within the proposed NoRs. No further built heritage structures were identified during the field survey.⁴

3.4 Overall, the potential for more than minor effects is considered unlikely. A table of this information is presented below (Table 1).⁵

Table 1: Built heritage sites potentially affected by the proposed route protection applied for in the five NoRs.

Notice of Requirement	Key Historic Heritage	Issue/clarification of my understanding
NOR3	CHI15071 Ramarama Hall	Avoided – no issue. Relocated for construction of motorway in 1960s. Little apparent original material remaining.
NOR3	AUP Schedule 14.1 ID 1537 (CHI1800) Memorial cairn to Bishop Selwyn	Avoided – no issue. Mitigation proposed: HHMP and HNZPT archaeological authority.

4. Overall comment

4.1 The Heritage Unit appreciate the cautious approach taken by the Requiring Authority's historic heritage experts. I consider that all known risks have been identified and a viable mitigation approach suggested.

³ Cruickshank 2024:49.

⁴ Cruickshank 2024:40.

⁵ Cruickshank 2024:19-40.

- 4.2 I concur with the assessments of the effects on known sites, and I agree with statements made regarding individually identified sites. I consider this assessment and statements made by Cruickshank and Brown to be suitable at this stage of the project.
- 4.3 Cruickshank and Brown have assessed the effects on the known sites in and adjacent to the area of the proposed works. Provided suitable monitoring and recording requirements are included with the conditions any effects on built heritage can be appropriately mitigated.
- 4.4 I did not make a s92 request for further information as all known matters were addressed. I am still of this opinion.

5. Submissions

- 5.1 I have reviewed submissions for the proposed works. The table below lists all submissions, none of which have raised built heritage matters. No further comment is required.

Table 2: Submissions received for NORs1-5 inclusive.

	Total	Heritage issues
NOR1	9	Nil
NOR2	12	Nil
NOR3	12	Nil
NOR4	14	Nil
NOR5	9	Nil
<i>Total</i>	56	Nil

6. Comment on Proposed Conditions.

- 6.1 The conditions proposed are appropriate for a proposal for route protection. I agree with Myfanwy Eaves that there is the potential to address a lack of consistency.
- 6.2 NOR1 for changes to Designation 6706 advises that PC3 (c)(ii) requires an HHMP to be produced.
- 6.3 NOR2 for changes to Designation 6707⁶ advises that PC3 (c)(iv) requires an HHMP but the Construction Condition (CC) will be for the HHMP (CC.27). The HHMP should be prepared prior to construction, therefore it is recommended that this be moved forward to be a pre-construction condition.
- 6.4 NOR3 for changes to Designation 6701 advises that PC3 (c)(iv) requires an HHMP but the Construction Condition (CC) will be for the HHMP (CC.27). The HHMP should be

⁶ OPW designation changes dates 16 February 2024.

prepared prior to construction, therefore it is recommended that this be moved forward to be a pre-construction condition.

6.5 NORs 4 and 5 is identical to 2 and 3.

6.6 Recent and unrelated NOR hearings place historic heritage mitigation conditions within the Urban Landscape Design Management Plan (ULDMP) in order to remove any potential conflicts in outcomes. It is recommended that this project considers the same approach.

7. Recommendations

7.1 I have assessed the effects of the proposal on built heritage, the magnitude of these effects, and whether adverse effects are avoided, minimised or mitigated. Overall, I consider the effects on built heritage to be less than minor.

7.2 There is no National Policy Statement on Historic Heritage to assess this application against.

7.3 In summary, I support the NORs provided adequate mitigation occurs for any adverse effects on the archaeological and historic heritage resource. The conditions offered in the application documentation along with agreed variations, should be attached to any granted NOR and will ensure the effects on historic heritage will be minor.

Signed:



Dated:

28 August 2024

14 August 2024

To: Andrew An
From: David Russell

Subject: NoRs P2B Stage 2 – S42A Assessment

1.0 Introduction

- 1.1 I have undertaken a review of the Notices of Requirements lodged by the NZTA in relation to Utility service provider (phone, power and Watercare) effects.

My name is David John Russell. I am a Senior Development Engineer employed by Auckland Council since 2005. I have been involved with land development in a senior role since I joined Council Originally in 1988.I have a BE(Civil) degree, graduating in 1976

My role in the assessment of the P2B Notices of Requirement is to comment on the utility company submissions, and other submissions that raise matters regarding land use within the rules of the Auckland Unitary Plan: Operative in Part ('AUP:OP'). The latter work is based on my experience within Council and looking at the impacts the projects have on the neighbouring land owners.

- 1.2 In writing this memo, I have reviewed the following documents:

- Application plans and lodged documents
- Submissions

2.0 Key Issues

Summary of the submissions for each NOR for service providers / utility Companies

Notice of requirement (number and name)	Issue
NOR1	
1. Telecommunications	Need for a network utilities management plan (NUMP) CC.8 to address the infrastructure needed and Network utilities integration (NUI).
4.Counties Energy	Ensure protection of existing asset under motorway near Quarry Rd and other assets within the designation corridor. Need an NUMP with some amendments to be endorsed by the utility operators. Requiring changes to Electricity Infrastructure Management plan and other plans to cover CE as well as Transpower. Amendments to conditions 3, 6, 7, 8u, 15 - 20
6 Watercare (and Viola Water although they are not submitters)	Controls regarding works over approvals in accordance with the WS&WW networks bylaw 2015
8 Transpower	Protection of the infrastructure through EIMP
NOR 2	
1. Telecommunications	Need for a network utilities management plan (NUMP) to address the infrastructure needed

8 Counties Energy	Requiring changes to Electricity Infrastructure Management plan and other plans to cover CE as well as Transpower. Amendments to conditions 3, 6, 7, 8u, 15 - 20
10 Watercare	Controls regarding works over approvals in accordance with the WS&WW networks bylaw 2015
11 Transpower	Protection of the infrastructure through EIMP
NOR 3	
1. Telecommunications	Need for a network utilities management plan (NUMP) CC 8 to address the infrastructure needed.
5.Counties Energy	Need a NUMP (CC. 8) with some amendments to be endorsed by the utility operators. Requiring changes to Electricity Infrastructure Management plan and other plans to cover CE as well as Transpower. Amendments to conditions 3, 6, 7, 8u, 15 - 20
8 Z Energy	Protection of its wastewater field area. About half has been included in the wider designation.
10 Transpower	Protection of the infrastructure through EIMP. Need to ensure the national grid is not compromised by this work. Amendments to conditions 7 – 12 for nor 1 and 9 – 14 for NOR 2 - 5
12 BP oil.	Better understand the effects on its site
NOR 4 Shared path	
1. Telecommunications	Need for a network utilities management plan (NUMP) CC.8 to address the infrastructure needed.
6. Counties Energy limited	Need a NUMP (CC. 8)with some amendments to be endorsed by the utility operators. Requiring changes to Electricity Infrastructure Management plan and other plans to cover CE as well as Transpower. Amendments to conditions 3, 6, 7, 8u, 15 - 20
8. Watercare	Controls regarding works over approvals in accordance with the WS&WW networks bylaw 2015
10. Transpower	Protection of the infrastructure through EIMP. Need to ensure the national grid is not compromised by this work. Amendments to conditions 7 – 12 for nor 1 and 9 – 14 for NOR 2 - 5
NOR 5 Drury South Interchange connection.	
2. Telecommunications	Need for a network utilities management plan (NUMP) to address the infrastructure needed
6.Counties Energy	Need a NUMP (CC. 8)with some amendments to be endorsed by the utility operators. Requiring changes to Electricity Infrastructure Management plan and other plans to cover CE as well as Transpower. Amendments to conditions 3, 6, 7, 8u, 15 - 20
7 Watercare (and Viola Water although they are not submitters)	Controls regarding works over approvals in accordance with the WS&WW networks bylaw 2015

8 Transpower	Protection of the infrastructure through EIMP. Need to ensure the national grid is not compromised by this work. Amendments to conditions 7 – 12 for nor 1 and 9 – 14 for NOR 2 - 5
All NOR's	
Geotechnical matters	A large number of the submitters have raised the issue of using a retaining wall in place extending the fill out into their land .

In summary there are 3 matters to address further.

- 1 The utility companies (Telecommunication, Trans Power, Counties Energy and Watercare) have requested greater consultation to ensure that their assets in or adjacent to the designations are protected and the assets are able to be maintained.
- 2 Two fuel Companies (BP and Z) wish a greater involvement so as to minimise the disruption to their operations. Changes to service stations take a lot of time to get all the approvals needed.
- 3 A significant number of the adjoining land owners have questioned why retaining walls have not been considered in place of extending the fill out into the private property.

3.0 Requiring Authority assessment

In general The submitters identified above are in support of the NOR 1 – 5 projects. They each have concerns about the detail in specific conditions that impact on their activities. Four of the submitters (Telecommunications companies, Transpower, Counties Energy and Watercare) have services in or adjacent to the NOR land that need protection etc. The 5th submitter group (Z Energy and BP Oil) have service stations at Bombay that are impacted by the proposed designations.

The private land owners have identified that no consideration has been given to the use of retaining walls

Notice of requirement (number and name)	Assessment
NOR 1 – 5 (the areas covered are different, but the site conditions are the same)	The reports provided are all good. However there appears to have been minimal consultation carried out before this application and the apparent minimal consultation until detailed design occurs. The utility companies form a key role in the counties progress but seem to be “out of the loop” in terms of the design process and impacts accessed.
NOR 3	Little effort seems to have been put in to access the impacts on the 2 service station sites. Considering the number of sites impacted in other NOR applications they seem to be treated the same as any landowner with a vacant front yard.
NOR 1 - 5	The applications have no geotechnical information. Thus there is no information to confirm that the batter slopes proposed are suitable for the conditions. There is also nothing about the possible use of retaining walls. From previous NOR hearings this would be looked at with the detailed design phase.

I support the methodology used and the conclusions reached in terms of establishing the maximum amount of land area that might be needed in the worst-case scenario. While this gives maximum flexibility to the NOR applicant, it does not reflect any consideration for the private landowners that adjoin the sites.

The potential use of retaining walls has not been assessed in the applications. Thus the visual effect cannot be assessed.

4.0 Assessment of effects and management methods

- Receiving environment

The motorway already exists so its effect is already known. Adding the additional lane each way will have a nominal effect on the rural area that it passes through.

Most of the motorway length is above the surrounding ground level. In these areas the use of retaining walls will have a significant impact on the visual assessment. No assessment can be made at this stage because the extent of walls is unknown. The applicant is aware of the fact that this will be addressed at outline plan of works stage, but the neighbours would like it to be addressed now.

- Anticipated development and effects on the environment

In terms of my component of these projects the development of the motorway is unlikely to have any effect, positive or negative, on the environment.

- Methods proposed to manage adverse effects

In general, the conditions proposed will address the effects of the proposal. Amendments have been proposed to assist Utility Companies better manage their assets within or near the designation through the life of the consent. These changes are identified below.

- Possible adjustments to NOR conditions to better manage adverse effects].

NOR 1 - 5

- conditions CC.6 add an additional clause

(x) the development of the NUMP shall consider opportunities to coordinate future work programmes with other network utility operator(s) during detailed design where practicable.

- Add new condition

Network Utilities Integration (NUI) This will also need to be added to PC. 3 for documents to be included for the pre construction meeting.

“The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.”

- GC.5 needs to be included in NOR 1
- Amending proposed Condition PC.3 (Outline Plan(s) of Works (designation)) to include the NUMP in the list of management plans to be included in the Outline Plan.
- Amending proposed Condition PC.6 (Stakeholders and Communication Management Plan) to make it clear that Network Utility Operators with assets within or adjoining SH1 are identified as Stakeholders.
- Amending proposed Condition PC.7 (Urban and Landscape Design Management Plan) so that it must take into account existing and proposed network utilities (and any relevant regulations) to ensure proposed landscaping does not adversely affect network utilities (including ongoing access to CEL network assets), or the future maintenance or upgrading of network utilities.

- Amending proposed Condition CC.8 (Network Utility Management Plan) so that:
 - the NUMP must be prepared at least 24 months prior to the Start of Construction and submitted as part of the Outline Plan (rather than submitted to the Manager for information at least 10 working days prior to the Start of Construction) (sub-clause a);
 - sub-clauses (b) and (d) are modified to include both existing and planned network utilities;
 - the NUMP must include a record of the written endorsement of all Network Utility Operators (rather than simply describe how any comments from the Network Utility Operator(s) in relation to its assets have been addressed) (sub-clause (e)).
 - Amending proposed Condition CC.15-CC.20 (Electricity Infrastructure Management Plan) so that this plan is renamed the “Transpower Infrastructure Management Plan” to clarify that the plan only relates to Transpower infrastructure and not the electricity distribution network; and/or
- NOR 4. PC.5 is missing a road. Under (A) Quarry Rd should have Maketu Rd added. At this point the road is Quarry Rd but Maketu Rd coming up from the south joins Quarry Rd but the transition point has not been defined.

I have not changed the words of the draft conditions at this point. I believe others will be adjusting conditions so at this point I have left that to the processing planner.

5.0 Submissions

As shown in point 2 above the submissions group into 3 categories.

- Utility operators who for various reasons want conditions amended to ensure their assets are protected and that they have access to them during the construction works. The various requests are all sound and equally cover all the utilities. Their role is important in the lead up to works and during the construction work for this NOR group. It should therefore be a requirement of the NOR's to adequately consult with them in the lead up for the preparation of the various plans, retaining access to the assets and ensuring that the NOR works proposed will ensure the safety of the utility companies assets.
- Service stations. There are 2 in NOR 3 that will be impacted to varying extents. I have not proposed a condition here as I believe they are adequately covered by the requirement for the requiring authority to purchase the pieces of land in question. There is no condition to that effect in these NORs or in previous ones reviewed. I am unsure if one should be added based on the present situation working on other jobs.
- Use of retaining walls rather than extending the fill batter further into properties. At this point there is no reference to retaining walls in the application documents. There is also no geotechnical information provided. I believe retaining walls could be a viable alternative in some situations. Potentially these will cause visual effects that have not been assessed as part of the NOR process could be assessed under the outline plan of works in terms of condition PC. 3 as part of the Urban and Landscape Design Management Plan. Clause (b) (ii) does seem to be able to address this issue. Retaining walls have been used in the P2B stage 1 works without requiring a specific condition.

6.0 Conclusions and recommendations

Overall, the application covers the details necessary. The network utility companies have requested some changes to the draft conditions. These are detailed in section 4 above.

There is no reference to the possibility of using retaining walls in place of extending cut or fill batters out into existing private land, and no geotechnical assessment has been provided. However, I do not expect any geotechnical issues that would preclude the use of retaining walls.

The application is in accordance with the various Council and Government policy statements, and with some minor adjustments the various utility operators believe their related policy statements are also covered.

There are no gaps in the information provided that would impact my recommendation.

I support the draft conditions subject to some adjustments based on the points noted in section 4 above.

APPENDIX THREE

**SUMMARY OF SUBMISSIONS FOR EACH
NOTICE OF REQUIREMENT**

Appendix 3: Summary of Submissions for Each NoR

Summary of Submissions – NoR 1 Alteration to Designation 6706 State Highway 1 – Takanini to Drury					
Sub #	Submitter Name	Position	Property where stated	Key issues	Relief
1	Telecommunications Submitters	Oppose	None	<ul style="list-style-type: none"> Future Infrastructure Requirements Engagement Network Utilities Integration (NUI) 	<ul style="list-style-type: none"> Amend conditions
2	Puiz Trust	Oppose	1159 Great South Road	<ul style="list-style-type: none"> Extent of NoRs boundary Lapse period 	<ul style="list-style-type: none"> Reject the Notices of Requirement; or Changes to the NoR
3	Auckland Transport	Support in part	None	<ul style="list-style-type: none"> Future Transport connections Extent of NoRs boundary 	<ul style="list-style-type: none"> Change to conditions
4	Counties Energy Limited	Oppose	None	<ul style="list-style-type: none"> Extent of NoRs boundary Unclear adverse effects S177 assessment 	<ul style="list-style-type: none"> Retaining proposed Conditions GC .5 Changes to conditions
5	Drury South Limited	Support in part	None (257ha of land)	<ul style="list-style-type: none"> Lapse period Extent of NoRs boundary 	<ul style="list-style-type: none"> Change to conditions
6	Watercare Services Limited	Neutral	None	<ul style="list-style-type: none"> Adverse effects Ongoing engagement 	<ul style="list-style-type: none"> Change to conditions
7	BRO Tonganui	Support in part	1121 Great South Road	<ul style="list-style-type: none"> Extent of NoRs boundary (NoR 1, 4) Lapse period 	<ul style="list-style-type: none"> A lapse period of 10 years for NoR 1
8	Transpower New Zealand Ltd	Neutral	None	<ul style="list-style-type: none"> Adverse effects (generals) Construction effects 	<ul style="list-style-type: none"> Ensures potential adverse effects managed
9	Kiwi Property Holdings No.2 Limited	Support	None	<ul style="list-style-type: none"> Consistent developments of SUP Traffic connections 	<ul style="list-style-type: none"> Impose conditions

Summary of Submissions – NoR 2 Alteration to Designation 6700 State Highway 1 – Drury to Bombay					
Sub #	Submitter Name	Position	Property where stated	Key issues	Relief

1	Telecommunications Submitters	Oppose	None	<ul style="list-style-type: none"> • Future Infrastructure Requirements • Engagement • Network Utilities Integration (NUI) 	<ul style="list-style-type: none"> • Amend conditions
2	Drury Property Group)	Opposes	109 John Main Drive, Drury	<ul style="list-style-type: none"> • Extent of NoRs boundary • Approved activity 	<ul style="list-style-type: none"> • Confirm that the proposed NoR will not prevent the landowner from exercising its approved consent • Changes to designation boundary
3	New Zealand Storage Holdings Limited and New Zealand Agrihub Limited	Oppose	30 properties (totalling 124.5 hectares)	<ul style="list-style-type: none"> • Extent of NoRs boundary • Traffic design (Option 3) • Lapse period • Flooding • Vehicular access 	<ul style="list-style-type: none"> • Reject the Notices of Requirement; or • Amend the Nors to give effect to the concerns raised in this submission.
4	P Gavri M Gavri	Oppose	113 Hillview Road	<ul style="list-style-type: none"> • Traffic • access 	<ul style="list-style-type: none"> • Need adequate information about the access and traffic effects on affected parties
5	Sain Family Trust	Oppose	1329 Great South Road	<ul style="list-style-type: none"> • Extent of NoRs boundary • Lapse period 	<ul style="list-style-type: none"> • Reject the NoR; or • Amend the NoRs to give effect to the concerns raised in this submission.
6	Puiz Trust	Oppose	1159 Great South Road	<ul style="list-style-type: none"> • Extent of NoRs boundary • Lapse period 	<ul style="list-style-type: none"> • Reject the Notices of Requirement; or • Amend the NoRs to give effect to the concerns raised in this submission.
7	Auckland Transport	Support in part	None	<ul style="list-style-type: none"> • Future Transport connections • Extent of NoRs boundary • S176 approval • Vesting of Roads • Location of retaining wall 	<ul style="list-style-type: none"> • Include Network Integration Plan (NIP) condition • Amend proposed conditions
8	Counties Energy Limited	Oppose	None	<ul style="list-style-type: none"> • Extent of NoRs boundary • Unclear adverse effects • S177 assessment 	<ul style="list-style-type: none"> • Changes to conditions
9	Drury South Limited	Support in part	None (257ha of land)	<ul style="list-style-type: none"> • Development integration • Lapse period 	<ul style="list-style-type: none"> • Amendments to the NoRs to address DSL's concerns • Add additional land to connect Fitzgerald Road
10	Watercare Services Limited	Neutral	None	<ul style="list-style-type: none"> • Any adverse effects • Ongoing engagement 	<ul style="list-style-type: none"> • Amendment to conditions

11	Transpower New Zealand Ltd	Neutral	None	<ul style="list-style-type: none"> Potential adverse effects Construction effects Ongoing engagement 	<ul style="list-style-type: none"> Seeks a decision that ensures potential adverse effects managed Adverse effects addressed on the conditions
12	Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon KW Trustee Limited	Oppose	1799A Great South Road, Bombay	<ul style="list-style-type: none"> Extent of NoRs boundary Alternative options (shared user path) 	<ul style="list-style-type: none"> Seeks that Council recommends NOR 2 and NOR 4 to be refused. Alternatively, amendment to the NoRs

Summary of Submissions – NoR 3 Alteration to Designation 6701 State Highway 1 – Bombay					
Sub #	Submitter Name	Position	Property where stated	Key issues	Relief
1	Telecommunications Submitters	Oppose	None	<ul style="list-style-type: none"> Future Infrastructure Requirements Engagement Network Utilities Integration 	<ul style="list-style-type: none"> Amend conditions
2.	Matthew John Waring	Oppose	21 Pekepeke Lane, Ramarama	<ul style="list-style-type: none"> Noise and machinery effects 	<ul style="list-style-type: none"> Complete buyout of our home at current market value + \$300,000 \$300,000 in compensation
3.	S J and R E Allen	Oppose	1972 and 1994 Great South Road, Bombay	<ul style="list-style-type: none"> Extent of NoRs boundary Flooding 	<ul style="list-style-type: none"> Changes to the boundary
4	Auckland Transport	Support in part	None	<ul style="list-style-type: none"> Local Road network connections Extent of NoRs boundary Network Utility Operators (S176 approval) Construction effects and impacts 	<ul style="list-style-type: none"> Amend conditions
5	Counties Energy Limited	Opposes	None	<ul style="list-style-type: none"> Overall Effects on CEL's electricity assets Engagements 	<ul style="list-style-type: none"> Impose or change to conditions
6	Drury South Limited	Support in part	None (257ha of land)	<ul style="list-style-type: none"> Time of implementation Lapse period 	<ul style="list-style-type: none"> Amendments to the NoRs to address DSL's concerns Lapse period (10 years) for NoR 4 & 5
7	Dutton Land Holdings Limited	Oppose	1940 Great South Road, Bombay	<ul style="list-style-type: none"> Extent of NoRs boundary Wastewater Stormwater On-site features Design Options 	<ul style="list-style-type: none"> Changes to the boundary and conditions

8	Z Energy Limited	Oppose	229 Mill Road, 2020 Great South Road, Bombay	<ul style="list-style-type: none"> Extent of NoRs boundary Access and traffic Stormwater Landscape Lapse period Design Options Site function 	<ul style="list-style-type: none"> Changes to the boundary and conditions
9	Watercare Services Limited	Neutral	None	<ul style="list-style-type: none"> Any adverse effects Ongoing engagement 	<ul style="list-style-type: none"> Amendments to conditions
10	Transpower New Zealand Ltd	Neutral	None	<ul style="list-style-type: none"> Adverse Effects (generals) Construction effects 	<ul style="list-style-type: none"> Seeks a decision that ensures potential adverse effects managed Adverse effects addressed in conditions
11	The Haribhai Master (1975) Trust	Oppose	Mill Road Bombay Auckland 267 (PT Allot 6 Parish Mangatawhiri District, PT Allot 4 Parish Mangatawhiri District)	<ul style="list-style-type: none"> Extent of NoRs boundary Stormwater Access Constructions effects Lapse period 	<ul style="list-style-type: none"> NOR 3 and NOR 4 be cancelled. Amend boundary and conditions
12	Bone 187 Limited Glasshouse operator	Neutral	165A, 185A, 187 and 187A Mill Road Bombay, and other two properties.	<ul style="list-style-type: none"> Traffic Flooding Extent of NoRs boundary Consultation Function of the Site 	<ul style="list-style-type: none"> Seek a meeting with NZTA
13	bp Oil New Zealand Limited	Oppose	216 Mill Road, Bombay	<ul style="list-style-type: none"> Construction effects Lapse Period Traffic, Access Approved consent Extent of the boundary 	<ul style="list-style-type: none"> Seeks that NoR 3 is withdrawn Engagement with the Submitter Change the boundary

Summary of Submissions – NoR 4 Shared User Path

Sub #	Submitter Name	Position	Property where stated	Key issues	Relief
1	Telecommunications Submitters	Oppose	None	<ul style="list-style-type: none"> Future Infrastructure Requirements Engagement Network Utilities Integration 	<ul style="list-style-type: none"> Amend conditions
2	New Zealand Storage Holdings Limited and New Zealand Agrihub Limited	Oppose	30 properties (totalling 124.5 hectares)	<ul style="list-style-type: none"> Extent of NoRs boundary Traffic design (Option 3) Lapse period Flooding Vehicular access 	<ul style="list-style-type: none"> Reject the NoR, or Amend the NoR to give effect to the concerns raised in this submission

3	Sain Family Trust	Oppose	1329 Great South Road	<ul style="list-style-type: none"> Extent of NoRs boundary Lapse period 	<ul style="list-style-type: none"> Reject the NoR, or Amend the NoR to give effect to the concerns raised in this submission
4	Puiz Trust	Oppose	1159 Great South Road	<ul style="list-style-type: none"> Extent of NoRs boundary Lapse period 	<ul style="list-style-type: none"> Reject the NoR; or Amend the NoR to give effect to the concerns raised in this submission
5	Auckland Transport	Support in part	None	<ul style="list-style-type: none"> Local Road network connections (integration) Extent of NoRs boundary Network Utility Operators (S176 approval) Outline Plans Location of retaining wall 	<ul style="list-style-type: none"> Amend conditions
6	Counties Energy Limited (distribution network)	Opposes	None	<ul style="list-style-type: none"> Overall Effects on CEL's electricity assets Engagements 	<ul style="list-style-type: none"> Imposing and revising conditions (
7	Drury South Limited	Support in part	None (257ha of land)	<ul style="list-style-type: none"> Lapse period Extent of NoRs boundary 	<ul style="list-style-type: none"> A 10-year lapse period Changes to boundary
8	Watercare Services Limited	Neutral	None	<ul style="list-style-type: none"> Any adverse effects Ongoing engagement 	<ul style="list-style-type: none"> Amendments to conditions
9	BRO Tonganui	Support in part	1121 Great South Road	<ul style="list-style-type: none"> Extent of NoRs boundary (NoR 1, 4) Lapse period 	<ul style="list-style-type: none"> A lapse date of 10 years for NoR 1 The extent of NOR 4 reduced
10	Transpower New Zealand Ltd	Neutral	None	<ul style="list-style-type: none"> Construction effects Any adverse effects 	<ul style="list-style-type: none"> Seeks to manage potential adverse effects on the operation, maintenance, upgrading and future development of National Grid infrastructure. Adverse effects addressed on the conditions
11	Kiwi Property Holdings No.2 Limited	Support in part	None	<ul style="list-style-type: none"> Consistent developments of SUP Traffic connections 	<ul style="list-style-type: none"> Conditions imposed
12	The Haribhai Master (1975) Trust	Oppose	Mill Road Bombay Auckland 267 (PT Allot 6 Parish Mangatawhiri District, PT Allot 4 Parish Mangatawhiri District)	<ul style="list-style-type: none"> Extent of NoRs boundary Stormwater Access Constructions effects Lapse period 	<ul style="list-style-type: none"> That NOR 3 and NOR 4 be cancelled. Reduce the boundary Change conditions Lapse period reduced on NOR 4, and imposed on NOR 3

13	Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon KW Trustee Limited	Oppose	1799A Great South Road, Bombay	<ul style="list-style-type: none"> Extent of NoRs boundary Alternative options (shared user path) Lapse date (NoR 4) 	<ul style="list-style-type: none"> NOR 2 and NOR 4 to be refused. Alternatively, avoid adverse effects on established activities and buildings Strengthen conditions
14	Bone 187 Limited	Neutral	165A, 185A, 187 and 187A Mill Road Bombay, and other two properties.	<ul style="list-style-type: none"> Rural production activities Traffic Flooding Extent of NoRs boundary Design option (Batters) Consultation 	<ul style="list-style-type: none"> Seek a meeting with NZTA

Summary of Submissions – NoR 5 Drury South Interchange Connections

Sub #	Submitter Name	Position	Property where stated	Key issues	Relief
1	Vernon Developments Ltd	Support in part	1799A Great South, Bombay	<ul style="list-style-type: none"> Extent of boundary 	<ul style="list-style-type: none"> Wishing to discuss options on the realignment
2	Telecommunications Submitters	Oppose	None	<ul style="list-style-type: none"> Future Infrastructure Requirements Engagement Network Utilities Integration (NUI) 	<ul style="list-style-type: none"> Amend the (Network Utility Management Plan) NUMP condition. Add a Network Utilities Integration (NUI) condition
3	Catherine Parker	Oppose	1823 Great South Road, Bombay	<ul style="list-style-type: none"> Noise effects 	<ul style="list-style-type: none"> None
4	Auckland Transport	Support in part	None	<ul style="list-style-type: none"> Local road network connections (integration) Active mode connections Transport connections. Access, construction effects 	<ul style="list-style-type: none"> Amend conditions
5	Drury South Limited	Support in part	Not specified (257ha of land)	<ul style="list-style-type: none"> Lapse period Extent of boundary 	<ul style="list-style-type: none"> Amend conditions A 10-year lapse period for Nors 1-5 Connection to Fitzgerald Road
6	Counties Energy Limited (electricity distribution)	Opposes	None	<ul style="list-style-type: none"> Unclear effects on CEL's electricity assets Engagements 	<ul style="list-style-type: none"> Imposing conditions
7	Watercare Services Limited	Neutral	None	<ul style="list-style-type: none"> Adverse effects Ongoing engagement 	<ul style="list-style-type: none"> Amendments to conditions

8	Transpower New Zealand Ltd (National Grid)	Neutral	None	<ul style="list-style-type: none"> • Potential adverse effects • Construction effects • Ongoing engagement 	<ul style="list-style-type: none"> • Changes to conditions • Ongoing engagement
9	Kiwi Property Holdings No.2 Limited	Support	None	<ul style="list-style-type: none"> • Consistent developments • Traffic connections 	<ul style="list-style-type: none"> • Imposed conditions

APPENDIX FOUR

COPIES OF SUBMISSIONS

Appendix 4

9 Submissions on NoR 1

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Fortysouth Group LP
Trading as Fortysouth
Private Bag 92161
Auckland, 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
PO Box 91362
Victoria Street West
Auckland, 1142

One New Zealand (One NZ)
Private Bag 92161
Auckland, 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland, 1010

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency (NZTA) for Stage 2 transport projects between Papakura and Bombay in Auckland:

- Papakura to Bombay (P2B) Project Stage 2 NoR 1: Alteration Designation 6706 State Highway 1 – Takanini to Drury (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 2: Alteration Designation 6700 State Highway 1 – Drury to Bombay (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 3: Alteration Designation 6701 State Highway 1 – Bombay (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 4: Shared User Path (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 5: Drury South Interchange Connections (Waka Kotahi NZ Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to Network Utility Operators.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall P2B package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Agreed conditions from other Notices of Requirement (NoR) around the region as part of the various Supporting Growth Alliance (SGA) packages have not carried through into these NoRs.

The Telecommunications Submitters **oppose** the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The organisations collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also crucial for supporting social and economic wellbeing and measures to reduce travel demand. The services

provide opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy.

The equipment used to deliver this is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. The design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable than trying to retrofit necessary telecommunications/ broadband infrastructure later due to disruptions and/ or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows and is outlined in more details viewable in **Appendix A**:

- Fortysouth Facility: Telecommunication pole by the Ramarama Off Ramp in NoR 1 (supporting both Spark and One NZ network and 2degrees is actively sharing One NZ antennas)
- Connexa Facility: Pole located along the Auckland southern motorway Bombay in NoR 2 (supporting Spark network)
- Connexa Facility: Pole located by 1 Bombay Road in NoR 4 (supporting 2Degrees network)
- Chorus has extensive fibre and copper lines networks throughout the project area.
- Chorus and Spark have existing cables running down east side of motorway. Purple lines on the attached map show the route.

Mobile operators are progressively rolling out roadside equipment and fibre routes in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators may need to integrate necessary services into infrastructure projects such as transport projects. This is especially significant for future development relative to the introduction of advanced technology such as 5G infrastructure, which will be crucial to transport infrastructure as well as adjacent development. This is essential to allow the public to maintain digital connectivity and enable equal opportunities through access to new technology.

It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. As described through the examples given below, this process does not always run smoothly. Previously, Spark, 2degrees and Vodafone (now One NZ) had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully

project in the Wellington Region to install services to provide telecommunications coverage. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting, it proved to be very challenging to try to incorporate necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators. This had been part of the detailed design phase of the project to identify opportunities to enable the development of new network utility including telecommunications infrastructure where practicable to do so¹.

Satisfactory outcomes on conditions have been agreed recently for Auckland Transport and Waka Kotahi who agreed to amend their proposed Network Utility Management Plan (NUMP) conditions to involve network utility operators during the design phase, whilst Waka Kotahi agreed to a Network Utility Integration condition for the SGA North Package of projects in lieu of the Land Integration Process condition used on Auckland Transport Designations.

All NoRs in this project include a NUMP condition in the construction conditions (CC.6 for NoR 1 and CC.8 for NoR 2-5), which is not the same as the previously and recently agreed upon NUMP condition wording for the other abovementioned SGA projects. The NUMP conditions used in the P2B project NoRs do not include the following clause:

(x) the development of the NUMP shall consider opportunities to coordinate future work programmes with other network utility operator(s) during detailed design where practicable.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, it is reasonable for there to be provisions to ensure the matter is properly considered during the design phase through consultation with network utility operators as it sets appropriate expectations and ensures these opportunities are properly explored. This facilitates proper consideration of making provision for communications infrastructure that support the function of the roads and/or serves adjacent growth. This should be a consideration distinct from protecting or relocating existing network utilities impacted by the project which has previously been the focus of conditions to manage network utilities.

¹ East West Link Condition NU2, W2W Condition 24A

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the Requiring Authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design.

The Assessment of Environmental Effects (AEE) for each notice sets out the relevant utility providers who have assets within and around the proposed designations and is listed in the Engagement section. Chorus, Spark, 2degrees, and One NZ are listed. However, Connexa and Fortysouth are not, despite having existing infrastructure within and around the proposed designated boundaries, and who have now acquired most of the fixed mobile assets of Spark, 2degrees, and One NZ. Therefore, it is a concern that the various companies will potentially not be properly consulted as part of the NUMP development and project design in the absence of suitable conditions.

Network Utilities Integration (NUI)

The P2B NoRs lodged by Waka Kotahi did not include a condition for Network Utilities Integration, despite previously agreeing to and including this within the SGA North Waka Kotahi NoRs for the hearings.

The exclusion of an NUI condition creates a potential lack of integration and dialogue between the project teams and existing infrastructure providers such as the Telecommunications Submitters. The proposed condition will promote effective collaboration and proper exploration of opportunities with regard to future infrastructure requirements being incorporated into these projects. The Telecommunication Submitters are seeking relief in the form of a satisfactory NUI condition (equivalent to the condition as previously included within the SGA North NoRs) to be included within the 5 Waka Kotahi NoRs for the P2B project, or an alternative condition of like effect in regard to addressing the issues raised by the Telecommunications Submitters.

The Telecommunications Submitters seeks the following decision from the Requiring Authorities:

Amend the NUMP condition for each notice of requirement, as follows:

Network Utility Management Plan (NUMP)

(a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.

- (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.*
- (c) To achieve the purpose, the NUMP shall include methods to:*
 - (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;*
 - (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;*
- (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.*
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.*
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.*
- (x) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.*

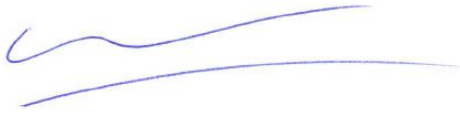
Add a NUI condition equivalent to that proposed for the North Transport Projects between Albany and Orewa designations by Waka Kotahi designations to properly identify and engage with relevant telecommunication network utility operators as part of project design.

Network Utilities Integration

- (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.*

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.



Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)

Date: 26 June 2024

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Appendix A

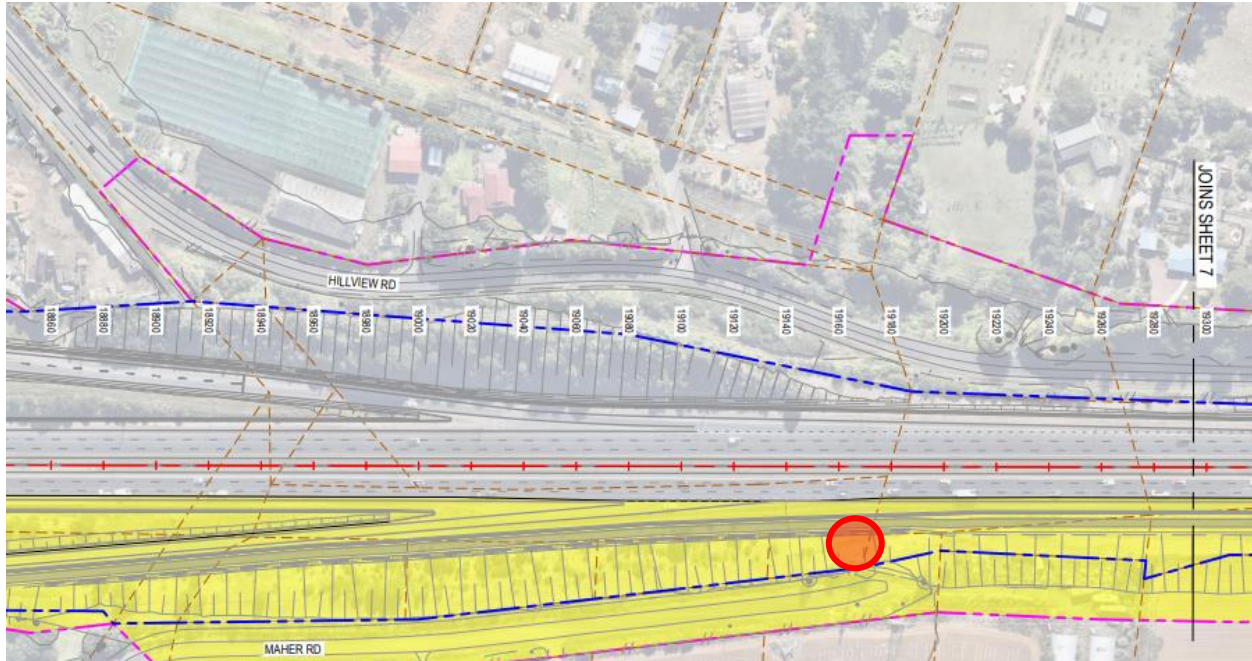
Impacted Telecommunication Facilities

Existing Telecommunication Sites Impacted

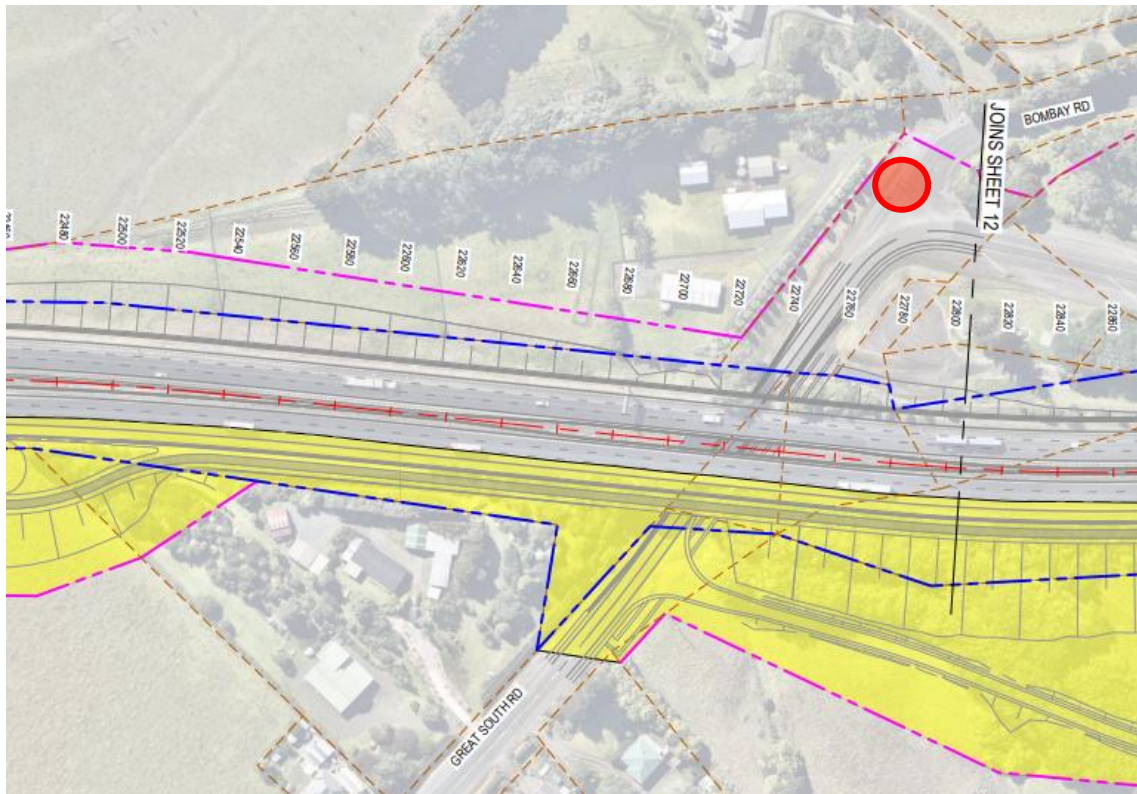
Fortysouth

NoR 2 & 4 – Papakura to Bombay (P2B) Project Stage 2. 6700 SH1 – Drury to Bombay/ Shared User Path (Waka Kotahi NZ Transport)

- Pole located along Auckland Southern Motorway, by Ramarama Off ramp (supporting One NZ and Spark antennas, and 2degrees actively sharing the One NZ antennas)

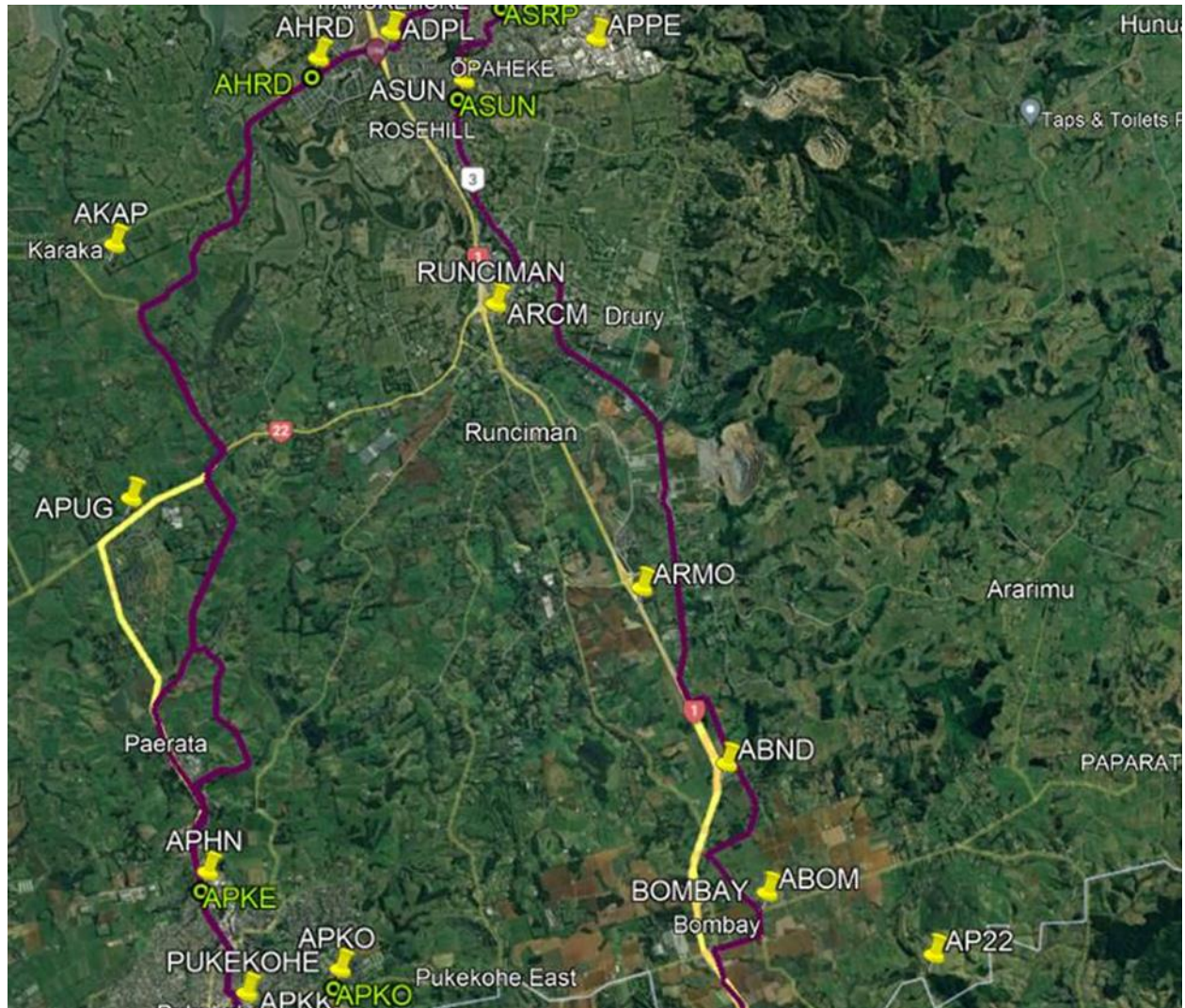


- Pole located on 1 Bombay Road (supporting 2degrees)



Chorus and Spark

- Chorus and Spark existing cables running down the East side of the motorway. This is shown as the purple lines.



**SUBMISSION ON NOTICE OF REQUIREMENT: PAPA KURA TO BOMBAY (P2B) PROJECT
STAGE 2**

To: New Zealand Transport Agency Waka Kotahi

Name of submitter: Puiz Trust

Introduction

- 1 This is a submission on three of five notices of requirement from the New Zealand Transport Agency Waka Kotahi (NZTA) related to Stage 2 of the Papakura to Bombay Project to provide upgrades to Stage Highway 1 between Drury South and Bombay (*Project*).
- 2 Notices of requirement 1 and 2 propose alterations to the extent of State Highway 1 Designations 6706 and 6700 'Motorway' respectively. Notice of requirement 1 seeks to authorise improvements to an area between a point north of Quarry Road overbridge and a point north of the proposed Drury South Interchange (*NoR 1*), while Notice of requirement 2 seeks to authorise improvements to an area between a point south of Quarry Road overbridge and the State Highway 1 Great South Road overbridge at Bombay (*NoR 2*). These improvements include additional carriageway lanes for State Highway 1 and associated infrastructure (including swales, culverts and wetlands). Notice of requirement 4 is a new designation sought by NZTA for a new shared user path to be constructed in the area 200m north of Quarry Road to the existing Bombay/Mill Road interchange (*NoR 4*) (together, *the Notices of Requirement*).
- 3 This submission is filed on behalf of Puiz Trust (*the Submitter*), being the owner of the property at 1159 Great South Road (*the Affected Property*), which is directly affected by the proposed land take associated with the extent of the proposed boundary of the Notices of Requirement, as identified in **Appendix A**.
- 4 Puiz Trust is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Submission

- 5 The Submitter acknowledges the importance of the Project to alleviate congestion on State Highway 1, particularly between Papakura and Bombay at peak times. However, the Submitter generally opposes the Notices of Requirement in their current form as they do not adequately address the effects on the Affected Property and they unnecessarily constrain the ability to undertake activities on the land as enabled under the Auckland Unitary Plan. In general, the Submitter opposes the Notices of Requirement because they would not:

- (a) promote the sustainable management of physical resources, including enabling people and communities to provide for their health and safety, and their social, economic and cultural well-being;
 - (b) promote the efficient use and development of physical resources;
 - (c) ensure consistency with good resource management practice; and
 - (d) adequately manage adverse effects on the environment.
- 6 Without limiting the generality of the above, the specific reasons for the Submitter's opposition include (but are not limited to):

Extent of designation boundary

- (a) The rationale for the combined overall width of the Notices of Requirement is not well explained. As it relates to the Affected Property, the extent of land required is significant, with a swale adjacent to the motorway; a culvert (with headwall and scour protection); a grade separated shared user path; batter slopes; and additional land proposed to be designated for no stated purpose beyond the batter slope. The extent is inconsistent with the typical cross-section which accommodates the shared user path and associated infrastructure, which requires approximately 14.6 metres, as seen in figure 1 below.

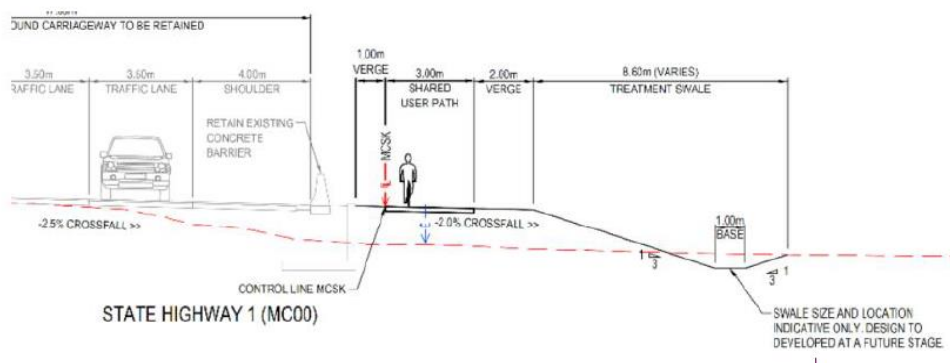


Figure 1: Typical cross section of State Highway 1 with a shared user path on the western side (Stage 2 Design Construction Report, section 3.1.2).

- (b) The Submitter opposes the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically:
 - (i) The approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken.

- (ii) Permanent batter slopes are proposed rather than retaining walls which would significantly reduce the amount of land required. Insufficient consideration has been given to detailed design at the margins of the proposed designation boundary.
 - (iii) The Submitter seeks further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.
 - (iv) A replacement culvert headwall and associated scour protection are proposed within the Affected Property. However, the NOR material contains insufficient information to enable a comprehensive review in relation to the size and optimal location of these structures, which noticeably exacerbates the extent of land proposed to be taken.
- 7 While it is anticipated that some sections will be wider than the average 14m width to manage the level differences at suitable gradients, the extent of land required of the Affected Property is significantly beyond the typical 14m cross-section width, i.e. ranging between 33m and 46m (see figure 2). The outcome does not require the full extent of land identified on the Affected Property.
- 8 The extent of land required for the shared user path and State Highway 1 infrastructure (including culverts and swales) results in the Affected Property being of a size and shape that adversely implicates its ability for uses that are permitted by the Auckland Unitary Plan in the Future Urban Zone, as seen in figure 2 below.



Figure 2: Excerpt from the Auckland Unitary Plan showing the Affected Property and the extent of land required by the Notices of Requirement.

Project uncertainty

- (a) A 20-year lapse period is sought for NoR 4. The Submitter acknowledges that notices of requirement can be used as a planning tool for route protection;¹ however, this purpose must be balanced against the prejudicial effects to directly affected property owners who are required to endure blighting effects on their properties for an indeterminate period.² In this case, NZTA has confirmed that:³

Improvements southwards between Drury and the proposed new interchange at Drury South Interchange would be necessitated around 2036, to align with the proposed construction of the Mill Road Extension and Pukekohe Expressway, which both reinforce the roading hierarchy by directing traffic from the local roading network onto SH1; and

Complete improvements between Drury South and Bombay by 2046 to respond to development growth in the Southern Growth Area (South Auckland and North Waikato).

- (b) The Project has adopted a long term 'route protection' approach because the forecast growth the Project is intended to accommodate is not expected to occur for several years. The Future Development Strategy 2023-2053 (FDS) assesses the Project as expected at 2033⁴ to accommodate the 'live zoning' of Drury (expected from 2035+) and Pukekohe (2035+ and 2040+). While the Assessment of Environmental Effects states that there is "uncertainty around the requirement for the Project,"⁵ this is unfounded in the context of the need for implementation of infrastructure to be reasonably concurrent with the growth projections set out in the FDS. On that basis, a lapse period of 10 years is considered sufficient.
- (c) The Submitter acknowledges the importance of the successful delivery of roading and active mode transport connections between Papakura and Bombay. However, the Submitter wishes to ensure that necessary upgrades to infrastructure in the vicinity of the Affected Property are progressed in a way that enables affected landowners to plan and utilise their land with confidence.

Relief sought

- 9 The Submitter considers it is premature to apply a designation to the Affected Properties, particularly with the lapse date requested and at the width sought, when the timeframe for

¹ *Quay Property Management Limited v Transit New Zealand* Environment Court Decision W28/2000, at [123].

² *Beda Family Trust v Transit New Zealand* A139/2004, at [112].

³ Assessment of Environmental Effects, section 7.1.

⁴ Future Development Strategy 2023-2053, Appendix 3: Infrastructure to support development capacity, page 13 (Road network projects).

⁵ Assessment of Environmental Effects, section 7.1.

detailed design, funding, landowner engagement and Public Works Act 1981 acquisition processes, and ultimate commencement of the Project, is uncertain. Accordingly, the Submitter seeks the following recommendation from the Panel:

- (a) reject the Notices of Requirement; or
- (b) alternatively amend the Notices of Requirement to give effect to the concerns raised in this submission.

10 The Submitter wish to be heard in support of this submission.

DATED this 15th day of July 2024

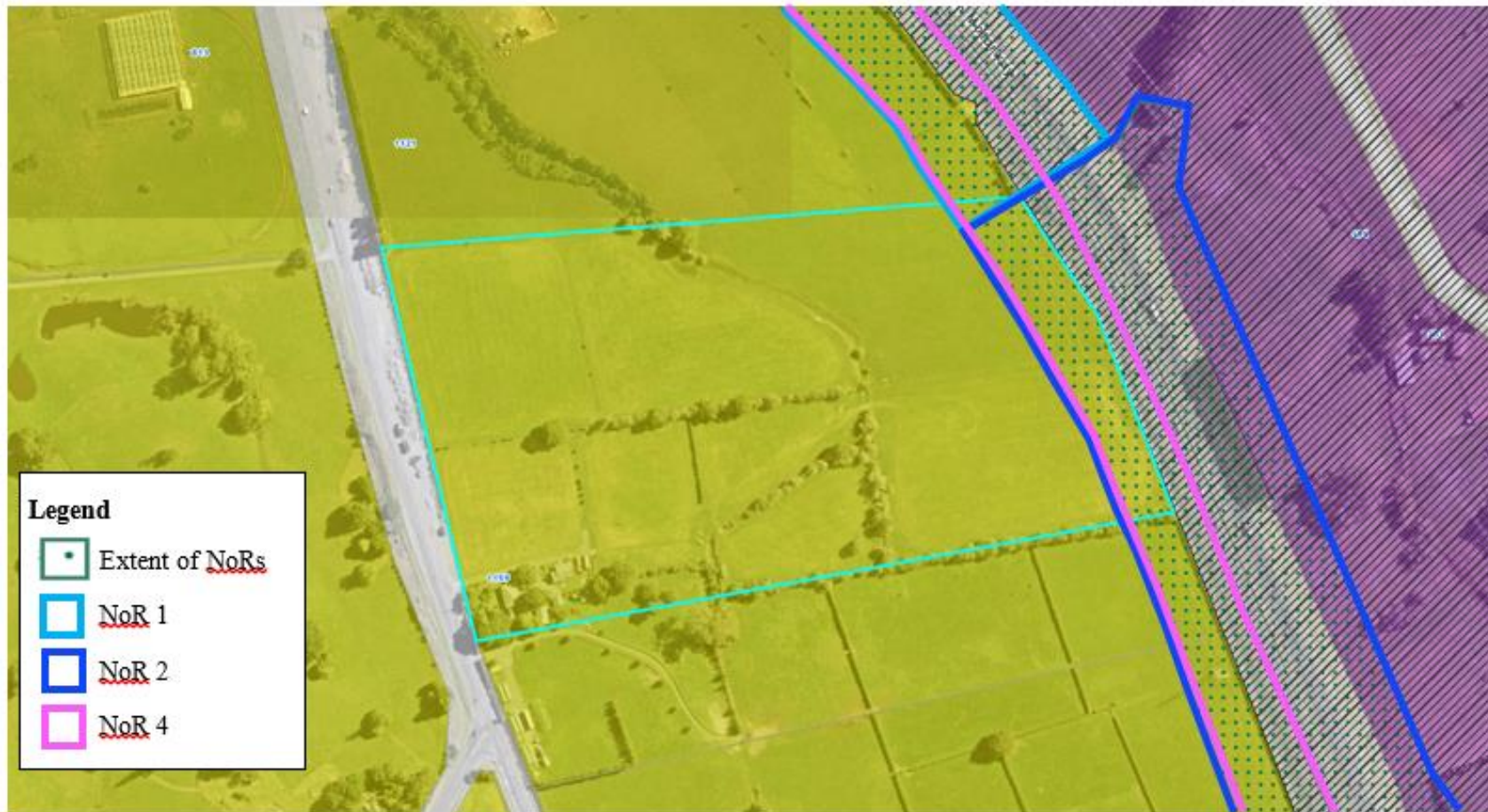


Francelle Lupis, counsel for Puiz Trust.

Address for Service:

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Level 6, Hayman Kronfeld Building
15 Galway Street
Auckland 1010
Francelle@greenwoodroche.com
Ph 306 0495

Appendix A



Excerpt from the Auckland Unitary Plan showing the Affected Property and the extent to which it is affected by the Notices of Requirement. NoR 1 is shown in light blue, NoR 2 is shown in pink and NoR 4 is shown in dark blue.



20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 **Website** www.AT.govt.nz

15 July 2024

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Notice of Requirement – Papakura to Bombay Project Stage 2

Please find attached Auckland Transport's submission on **Papakura to Bombay Stage 2**. This submission relates to all Notices of Requirement (1-5). The Requiring Authority is the New Zealand Transport Agency

If you have any queries in relation to this submission, please contact me at spatialplanning@at.govt.nz or on +6499305001 EXT 2438.

Yours sincerely

Robbie Lee

Robbie Lee
Planner, Spatial Planning Policy Advice

cc:
Evan Keating
by evan.keating@nzta.govt.nz



Submission by Auckland Transport on Notice of Requirement: Papakura to Bombay Project Stage 2 (1 – 5)

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Notice of Requirement by New Zealand Transport Agency for a new designation – Papakura to Bombay Project Stage 2 (1 – 5)

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 New Zealand Transport Agency (**the Requiring Authority**) have given Notice of Requirement (NOR) for five new designations as part of Papakura to Bombay Project Stage 2. The NORs aim to improve the safety and resilience of the SH1 network between Papakura and Bombay.
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ In fulfilling this role, Auckland Transport is responsible for the following:
 - a. The planning and funding of most public transport, including bus, train and ferry services
 - b. Promoting alternative modes of transport (i.e., alternatives to the private motor vehicle)
 - c. Operating the roading network
 - d. Developing and enhancing the local road, public transport, walking and cycling networks.
- 1.3 Auckland Transport acknowledges that State Highway upgrades are required to address the regional and inter-regional demands associated with Auckland's growth and, in this case, supports in principle the proposed project. Auckland Transport has provided advice and recommendations to ensure that relevant adverse transport effects from this proposal have been adequately avoided, remedied, or mitigated.
- 1.4 The NOR and applications for resource consents have been publicly notified together to provide for the construction, operation, and maintenance of the state highway. This submission relates only to the NOR.

2. Specific parts of the Notice of Requirement that this submission relates to:

- 2.1 The specific parts of the NOR that this submission relates to are set out in Attachment 1. In keeping with Auckland Transport's purpose, the matters raised relate to transport or transport assets.

- 2.2 Auckland Transport **support** the Notice of Requirement subject to the matters raised in **Attachment 1** being appropriately addressed by the Requiring Authority.
- 2.3 Should any transport related matters evolve throughout the Notice of Requirement process, including amendments to transport related conditions, Auckland Transport requests to be notified of such amendments. Auckland Transport will assess the amendments to ensure that any potential adverse transport effects have been appropriately considered.
- 2.4 Auckland Transport is available and willing to work through the matters raised in this submission with New Zealand Transport Agency and appreciates the recent positive engagement prior to this submission being lodged.
- 3. Recommendation sought:**
- 3.1 The recommendations which Auckland Transport seeks from the Council are set out in **Attachment 1**.
- 3.2 In all cases where amendments to the Notice of Requirement are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the recommendations sought.
- 4. Appearance at the hearing:**
- 4.1 Auckland Transport wishes to be heard in support of this submission
- 4.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Rory Power
Spatial Planning Manager

Date: 15 July 2024

Contact person: Robbie Lee
Planner - Spatial Planning Policy Advice

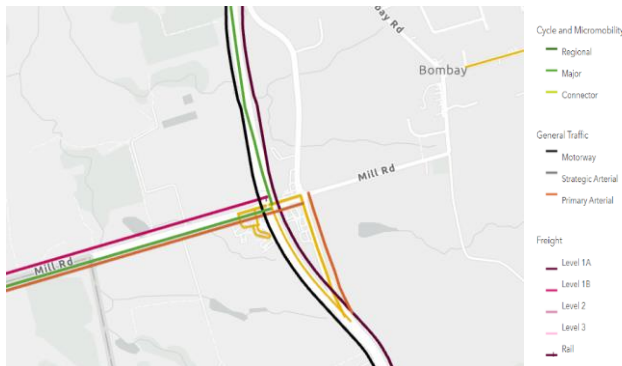
Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 021 204 9623

Email: Robbie.lee@at.govt.nz

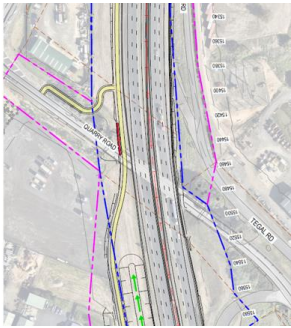
Attachment 1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Matters applicable across all five Notices of Requirement			
Overall	Support	<p>Auckland Transport supports the Papakura to Bombay (Stage 2) Project and the transport benefits it will provide, including the objectives to:</p> <ul style="list-style-type: none"> - Increase transport choice and accessibility to support growth in the south of Auckland - Support the inter and intra-regional movement of people and freight <p>The key considerations for Auckland Transport regarding the Papakura to Bombay (Stage 2) Project are set out below in this submission.</p>	<p>Confirm the NOR and proposed conditions subject to the amendments below. Alternative conditions or any other appropriate relief to address the matters raised in this submission is supported.</p>
Local road network (operational integration)	Support in part	<p>Auckland Transport seeks to ensure that the designation will in the future enable suitable and safe transitions between State Highway connections with local roads. This may include supporting local road upgrades where required to provide safe and integrated network connections.</p>	<p>Amend conditions to include the following or similar in the relevant NoRs:</p> <p>PC.XX</p> <p><i>The NZTA shall prepare in collaboration with Auckland Transport a Network Integration Plan (NIP) for the Stage 2 Project Area, or relevant Project phases, to demonstrate how the Project integrates with the existing local road network and with future improvements planned by Auckland Transport. The NIP shall include details of proposed physical works at the interface between the State Highway and the local road network and shall address planning and design matters such as pedestrian/cycle way connections, lane configuration, traffic signal co-ordination, signage and provision for buses. This includes:</i></p> <ul style="list-style-type: none"> <i>x. Active mode connections at Quarry Road</i> <i>x. Transport connections at the proposed new Drury South interchange with the local road network and Drury South Precinct</i> <i>x. Transport connections at the upgraded Ramarama Interchange</i>

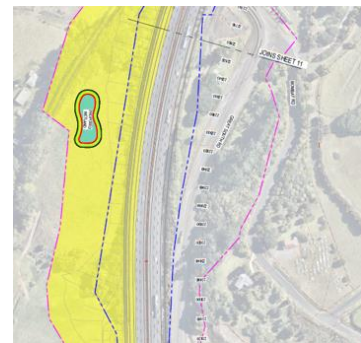
Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<i>x – Transport connections at the Bombay Interchange and Mill Road Bridge</i>
Local road network (construction impacts)	Support	Auckland Transport will need to understand how the local roads within the proposed designation boundary will be affected in terms of potential construction effects and impacts on access to existing properties.	Support pre-construction condition requiring NZTA to consult with Auckland Transport on the temporary effects of the works on the local road network. Support Construction Traffic Management Plan condition regarding maintenance of access to private properties and/or private roads.
Designation Review: Proposed condition GC.3	Support in part	<p>It is important to understand where Auckland Transport will be required to manage and maintain roading assets. It is appropriate and good practice to review and reduce the extent of the designation following completion of construction.</p> <p>However, there is a need for the NOR to consider where there are potential conflicts that will need to be addressed between the freight network and proposed active mode facilities. Mill Road (Bombay) and Pukekohe East Road provide an important freight route and strategic connection in and out of Pukekohe (shown below).</p>  <p>The map displays the intersection of Mill Rd and Bombay Rd. It shows various road types and freight levels. A legend on the right indicates: Cycle and Micromobility (Regional, Major, Connector), General Traffic (Motorway, Strategic Arterial, Primary Arterial), and Freight (Level 1A, Level 1B, Level 2, Level 3, Rail). The map highlights the area around the intersection, showing the proposed designation boundary and the freight routes that will be affected.</p>	<p>Amend proposed condition GC3 to include the following:</p> <p>A. <i>As soon as practicable following Completion of Construction the Requiring Authority shall:</i></p> <ol style="list-style-type: none"> I. <i>review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and</i> II. <i>give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</i> <p><u>ADVICE NOTE:</u></p> <p><u>Part of the Papakura to Bombay (Stage 2) NORs will be subject to the review and removal of the designation. Where the section of the designation to be removed will correspond to the area to be vested with Auckland Council as local road with the ultimate form of the local road connections (including future connections) to be determined, NZTA will address integration of the designation and vested local road through pre-outline plan</u></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>As the timing of upgrades for P2B Stage 2 and Supporting Growth Pukekohe: Mill Road and Pukekohe East Road Upgrade (NOR 8) are not certain it is important that consideration is given to how these proposals will integrate to ensure that all strategic modes are adequately accommodated.</p> <p>NZTA should work with Auckland Transport to identify where there are potential points of conflict or need for integration between local roads and the NOR, including how future works will need to provide for any strategic connections.</p>	<u><i>lodgement consultation with Auckland Transport and the application of any relevant approvals.</i></u>
Notice of Requirement 1: SH1 Designation 6706 conditions alteration to SH1 Motorway			
Local road network (operational integration)		It is not clear how the NZTA Shared Use Path will connect with the Great South Road/Quarry Road intersection or how it will join the Quarry Road westbound lane. It is important for the shared use path to integrate with the Drury South Precinct to the West and surrounding local roads. Auckland Transport believe that this could be adequately considered and addressed through a NIP condition.	Support including a condition for NZTA to prepare in collaboration with Auckland Transport a NIP for the Stage 2 Project Area
Network Utility Operators (Section 176 Approval)	Oppose	Auckland Transport, as a Network Utility Operator, seeks certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation. NOR 1 includes designating the following local roads where Auckland Transport will need the ability to provide routine works before construction starts: Tegal Road, Great South Road and Quarry Road. This would be consistent with proposed condition GC.5 for NORs 2-5.	<p>Amend NOR 1 to include the following or similar:</p> <p><i>a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</i></p> <p><i>(i) operation, maintenance and urgent repair works;</i> <i>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</i> <i>(iii) minor works such as new service connections; and</i> <i>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<i>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</i>
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	<p>The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.</p> <p>.</p>	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works, <u>and in relation to the Drury Access Ramp, vesting of roads to Auckland Council</u> for activities on the following roads:</i></p> <p><i>x. <u>Tegal Road</u></i></p> <p><i>Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><i><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></i></p> <p>Otherwise retain</p>
Retaining wall		The proposed shared path adjacent to Quarry Rd requires a retaining wall structure (shown in red below).	Confirm whether this retaining structure will be maintained by NZTA. It is noted that the proposed structure will be contained within existing designation boundary.

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			
Notice of Requirement 2: Alteration to SH1 Designation 6700 – ‘Motorway’			
Network Utility Operators (Section 176 Approval): Proposed condition GC.5	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <ul style="list-style-type: none"> a) Maketu Road; b) Ararimu Road; c) Maher Road; d) Hillview Road; and, e) <u>Harrison Road</u>; <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Notice of Requirement 3: Alteration to SH1 Designation 6701 – ‘Motorway’			
Network Utility Operators (Section 176 Approval): Proposed condition GC.5	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. However, Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <p>a) Bombay Road; b) Great South Road; and, c) Mill Road</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Access arrangements	Support in part	Auckland Transport seek to understand how access will be provided to the proposed wetland within NOR 3 to determine what arrangement will need to be agreed upon.	<p>Provide clarification as to how access will be provided to the proposed wetland (shown below). Confirm whether maintenance access will be via the private access at 1832 Great South Road and whether this will be included within the proposed permanent designation boundary or if maintenance access will be enabled through an easement arrangement.</p> 
Notice of Requirement 4: Construction, maintenance and operation of a Shared User Path, and associated infrastructure			
Network Utility Operators (Section 176 Approval):	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and	Amend Proposed condition PC.5 to include the following or similar:

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
conditions PC.3, PC.4 & PC.5		engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <p>a) Quarry Road; b) Great South Road; c) Maher Road; d) Ararimu Road (Ramarama interchange); and, e) Mill Road (Bombay Interchange).</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Notice of Requirement 5: Construction, maintenance and operation of the Drury South Interchange Connections, and associated infrastructure			
Network Utility Operators (Section 176 Approval):	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.</p>	<p>a) Great South Road; b) Quarry Road, c) Maketu Road, and, d) Harrison Road</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>

**SUBMISSION ON NOTICE OF REQUIREMENT FOR AN ALTERATION TO A DESIGNATION THAT
IS SUBJECT TO PUBLIC NOTIFICATION UNDER SECTION 181 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council (**Council**)

Name: Counties Energy Limited (**CEL**)

Submission on: Notice of requirement from New Zealand Transport Agency Waka Kotahi (**NZTA**): Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6706 State Highway 1 – Takanini to Drury (NoR 1) (**NoR 1**)

Introduction

1. Counties Energy Limited (**CEL**) is a Network Utility Operator and Requiring Authority in accordance with sections 166 and 167 of the Resource Management Act 1991 (**RMA**), an Electricity Operator under the Electricity Act 1992, a Network Operator under the Telecommunications Act 2001, and a Lifeline Utility under Part B, Schedule 1 of the Civil Defence Emergency Management Act 2002. CEL owns and operates the electricity distribution network that provides critical infrastructure services to over 49,000 homes, farms, and businesses between southern Papakura and Mercer and west of the Waikato River from Mercer to Waikaretu. A secure electricity distribution network is fundamental to the efficient and effective functioning of New Zealand communities.
2. Under NoR 1, NZTA is seeking to designate land which contains significant existing and planned electricity and fibre networks owned by CEL, including an existing strategic overhead subtransmission circuit and fibre connections for emergency and essential services, including for Transpower.
3. As Drury and the surrounds develop, CEL will need to install further assets to meet the needs of current and future customers. It is important that the designation does not inhibit or significantly slow down the ability for CEL to install its electricity and fibre assets to meet the needs of its customers by imposing an additional approval process under s176 of the RMA.
4. The Bombay – Opaheke West 110kV line is a strategic circuit supplying the Opaheke Substation, which in turn supplies electricity to approximately 10,000 customers in the Papakura and Drury area. Approximately 6.2km of this line is within the designation areas. CEL must have 24/7 safe, efficient and secure access to this 110kV line. The future motorway widening and interchange designs must provide secure access to this and to the underground fibre which crosses the motorway around the Quarry Road bridge. CEL is highlighting this requirement now so that NZTA is aware that CEL must be consulted through the NoR 1 design process to ensure that a workable design is achieved that maintains safe, efficient and secure access to these assets.
5. CEL acknowledges that consultation is ongoing between NZTA and CEL regarding the works that will be involved in delivering the widened motorway and new Drury interchange, and how best to mitigate the impact of those works on existing or planned assets. CEL has not been provided with a design of sufficient detail to assess

the impact on the CEL network, and it is understood that this detail will not be prepared until a future stage which may be several decades away.

6. On this basis, CEL **opposes** the designation. If and when the work proceeds into detailed design, detailed design discussions between the NZTA and CEL will be critical to avoid detrimental impacts on the CEL assets, access to those assets and the efficient and secure supply of electricity to the affected customer base.

Existing and planned electricity and fibre networks

7. CEL owns and operates a number of significant electricity and critical fibre network assets within the area proposed to be designated (some of which also provide electricity to State Highway infrastructure and communications for Transpower and emergency services).
8. Of particular concern to CEL is the potential effect on the Bombay – Opaheke West 110kV circuit that forms a strategic backbone of CEL's network assets and the fibre network. This circuit was not affected by Stage 1 of the Papakura to Bombay project (**P2B**), but runs along-side the motorway for approximately 6km of Stage 2 of the P2B project, as shown in **Appendix 1**.
9. In addition, further assets are likely to be installed prior to the start of construction of the works proposed by NoR 1 to provide for the increasing demand for electricity within the wider Drury area.
10. The cost of relocation of strategic assets, such as the 110kV circuit assets, will be considerable. Likewise in most cases, there is no practical alternative route for the assets to be relocated to.
11. The importance of the 110kV circuit assets to the security of the distribution of electricity in the area and the criticality of the fibre connections means that it cannot easily accommodate outages and any relocation must be carefully planned.

Scope of submission

12. This submission opposes NoR 1 in its entirety but particularly those parts of NoR 1 which affect CEL's existing and planned electricity and fibre networks.

Reasons for submission

13. NoR 1 is opposed because:
 - (a) It does not promote the efficient use and development of resources (including existing and proposed infrastructure);
 - (b) It is inconsistent with B3 and certain Objectives and Policies of E26 of the Auckland Unitary Plan as the potential effects on existing and planned infrastructure have not been assessed or determined; and

- (c) It may not avoid, remedy or mitigate actual and potential adverse effects on the environment.
14. Without limiting the generality of the above reasons, the specific reasons for the submission are as follows:
- (a) CEL recognises the importance to the community of a safe and efficient motorway network and the need to plan and provide for this network well in advance of construction. However, it is unclear how the proposed works will impact CEL's existing and planned electricity and fibre assets (including the Bombay – Opaheke West 110kV circuit).
 - (b) The potential effects on CEL's existing and planned electricity and fibre assets have not been identified or assessed. Adverse effects on the distribution of electricity arising from the proposed works should be avoided, given the critical nature of a secure and resilient electricity supply to the Auckland community. CEL's existing and planned assets in this area are likely to change in the intervening years before NZTA commences detailed design and therefore it will be critical for NZTA to continue to consult directly with CEL to avoid effects on these assets.
 - (c) CEL supports the proposed Network Utility Management Plan (**NUMP**) condition (CC.8) subject to amendments being made as set out later in this submission. In particular, given the importance of avoiding or mitigating effects on network utilities, this plan should be submitted to Council with the Outline Plan of Works, rather than for information only. It is also important that Council has a clear understanding as to whether the NUMP has been endorsed by the relevant Network Utility Operators.
 - (d) The extent of relocation or reconstruction of CEL's assets required for the project remains unknown and will not be able to be confirmed until NZTA completes its design. A long lead in time is required by CEL to prepare any such relocation or reconstruction plans and for implementation. It would be difficult or impossible to acquire suitable land or suitable access rights to allow the relocation of the assets to another location.
 - (e) The Electricity Infrastructure Management Plan (**EIMP**) conditions (CC.15 to CC.20) only relate to the Transpower network. It is, therefore, incorrect to refer to the plan as an Electricity Infrastructure Management Plan when it relates to the transmission network and not the distribution network. The matters of relevance to the distribution network are addressed through the NUMP.
 - (f) CEL wants to ensure the conditions proposed in the NoR addressing effects on existing and planned network utility assets (including those electricity and fibre assets owned by CEL) are adopted subject to the amendments sought by CEL that are set out later in this submission.

- (g) CEL wants to ensure that NZTA will continue to consult directly with CEL as it develops its design so that all adverse effects on existing and future CEL assets (including the Bombay – Opaheke West 110kV circuit and fibre) are avoided.

Recommendation sought

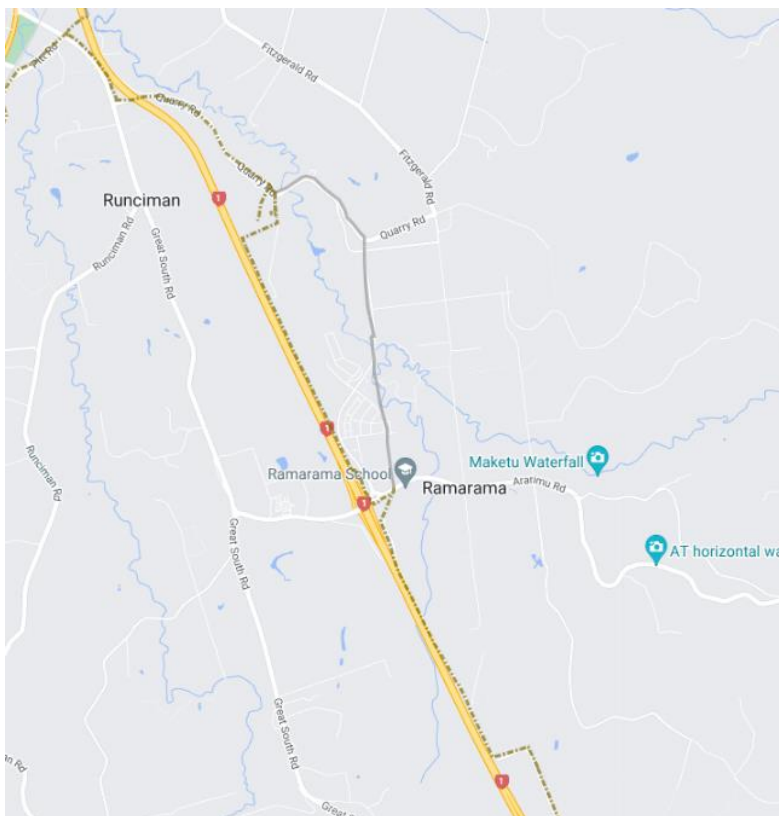
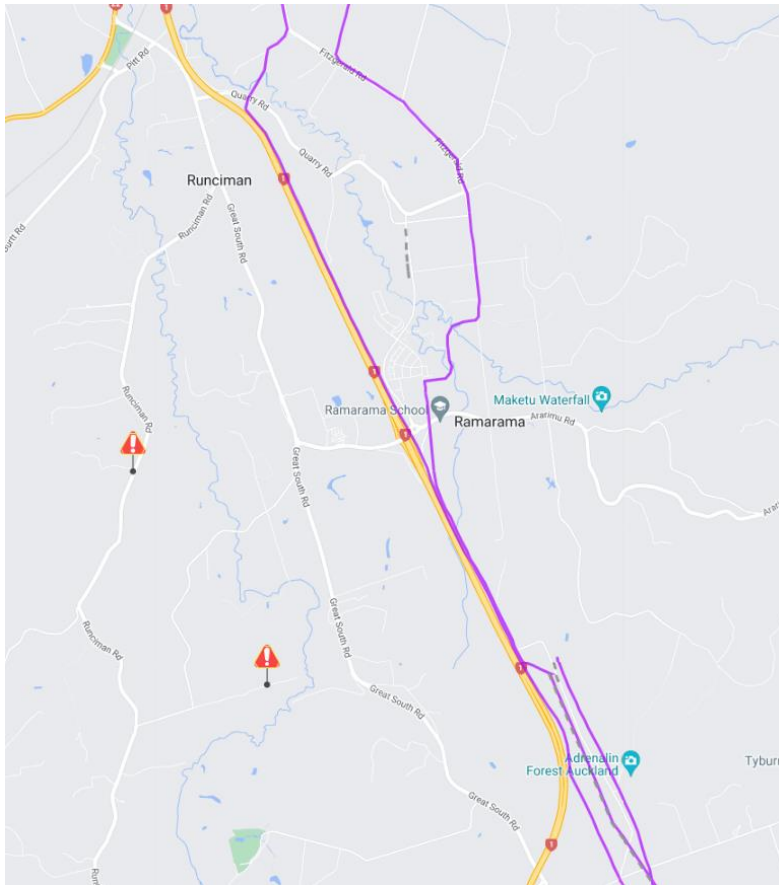
15. The relief sought by CEL is that the Council recommends that NoR 1 is withdrawn or, in the alternative, is modified by:
 - (a) imposing conditions that ensure that the potential adverse effects on CEL's existing and planned assets, and CEL's ability to operate, maintain, upgrade and develop those assets, are addressed, including but not limited to:
 - (i) Retaining proposed Condition GC.5 (Network Utility Operators (Section 176 Approval)).
 - (ii) Amending proposed Condition PC.3 (Outline Plan(s) of Works (designation)) to include the NUMP in the list of management plans to be included in the Outline Plan.
 - (iii) Amending proposed Condition PC.6 (Stakeholders and Communication Management Plan) to make it clear that Network Utility Operators with assets within or adjoining SH1 are identified as Stakeholders.
 - (iv) Amending proposed Condition PC.7 (Urban and Landscape Design Management Plan) so that it must take into account existing and proposed network utilities (and any relevant regulations) to ensure proposed landscaping does not adversely affect network utilities (including ongoing access to CEL network assets), or the future maintenance or upgrading of network utilities.
 - (v) Amending proposed Condition CC.8 (Network Utility Management Plan) so that:
 - i. the NUMP must be prepared at least 24 months prior to the Start of Construction and submitted as part of the Outline Plan (rather than submitted to the Manager for information at least 10 working days prior to the Start of Construction) (sub-clause a);
 - ii. sub-clauses (b) and (d) are modified to include both existing and planned network utilities;
 - iii. the NUMP must include a record of the written endorsement of all Network Utility Operators (rather than simply describe how any comments from the Network Utility Operator(s) in relation to its assets have been addressed) (sub-clause (e)).
 - (vi) Amending proposed Condition CC.15-CC.20 (Electricity Infrastructure Management Plan) so that this plan is renamed the "Transpower Infrastructure Management Plan" to clarify that the plan only relates to Transpower infrastructure and not the electricity distribution network; and/or
 - (b) Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
16. CEL could not gain an advantage in trade competition through this submission.

17. CEL wishes to be heard in support of this submission.
18. If others make a similar submission, CEL will consider presenting a joint case with them at any hearing.
19. CEL has also lodged a submission on NoR 2, 3, 4 and 5.

COUNTIES ENERGY LIMITED by its authorised agent Osborne Hay (North) Limited:

Signature:	 David Hay (Planning Consultant for Counties Energy Limited)
Date:	15 July 2024
Address for Service:	C/- David Hay Osborne Hay (North) Limited PO Box 16 Warkworth 0941
Telephone:	027 425-0234
Email:	david@osbornehay.co.nz

Appendix 1 – Counties Energy Limited's 110kV Circuit and Fibre Network



The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Drury South Limited

Organisation name: Drury South Limited

Full name of your agent: Kirsty Dibley

Email address: kirsty.dibley@russellmcveagh.com

Contact phone number: +64 9 367 8000

Postal address:

C/- Kirsty Dibley

Russell McVeagh

Lvl 30

Vero Centre 48 Shortland Street

Auckland CBD

Auckland 1140

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Alteration Designation
6706 State Highway 1 – Takanini to Drury (NoR 1)

The specific provisions that my submission relates to are:
See attached submission

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:
See attached submission

I or we seek the following recommendation or decision from Auckland Council:
See attached submission

Submission date: 15 July 2024

Supporting documents
DSL NoR Submissions_20240715143047.750.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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**SUBMISSION ON NOTICES OF REQUIREMENT FOR NEW
DESIGNATIONS AND ALTERATIONS TO EXISTING DESIGNATIONS
UNDER THE RESOURCE MANAGEMENT ACT 1991**

TO: Auckland Council

SUBMITTER: Drury South Limited ("**DSL**")

SUBMISSION ON: Five separate Notices of Requirement by NZ Transport Agency Waka Kotahi ("**NZTA**") to provide upgrades to State Highway 1 between Drury and Bombay, Auckland (together, "**NoRs**")

Introduction

1. DSL owns approximately 257ha of land within the Drury South Industrial Precinct and is well underway with the development of its land for a comprehensive industrial and mixed-use development known as Drury South Crossing.
2. NZTA has recently lodged the following NoRs for Stage 2 of the Papakura to Bombay Project:
 - (a) NoR 1: Alteration to SH1 Designations 6706.
 - (b) NoR 2: Alteration to SH1 Designations 6700.
 - (c) NoR 3: Alteration to SH1 Designations 6701.
 - (d) NoR 4: Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange.
 - (e) NoR 5: Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange – Drury South Interchange connections.
3. All five of the NoRs are proposed within the vicinity of DSL's landholdings and the Drury South Industrial Precinct. DSL owns land that is both subject to and

adjacent to the spatial extent of NoR 2 and NoR 5 in particular. DSL therefore has a direct interest in the NoRs.

4. DSL could not gain an advantage in trade competition through this submission.

Scope and nature of submission

5. The submission relates to all five NoRs in their entirety, particularly as they relate to works in and around the Drury South Precinct.
6. DSL is progressively developing its land for industrial and mixed use. As part of this, DSL has, and continues to, put significant effort into designing and constructing a safe and efficient local transport network within the Precinct. The first houses in the Precinct were completed in 2020, and the construction of industrial buildings commenced in 2021. Full build out of the Precinct is expected to take another approximately five years.
7. Subject to the relief set out in this submission, DSL generally supports the NoRs, which collectively seek to improve the safety and resilience of the State Highway network between Papakura and Bombay, increase transport choice and accessibility, support the inter and intra-regional movement of people and freight, and support regional economic growth and productivity.
8. However, DSL considers amendments are required to ensure the NoRs are:
 - (a) well integrated with surrounding land uses and the local transport network within the Drury South Industrial Precinct; and
 - (b) implemented in a timeframe that:
 - (i) provides affected landowners with certainty regarding their landholdings (including when NZTA might seek to acquire land under the Public Works Act 1981 ("**PWA**")); and
 - (ii) responds appropriately to the timing, scale and form of urban development in the area.

NoR 5 – Drury South Interchange

9. NoR 5 seeks a new designation to authorise the construction, operation and maintenance of a new link road between Quarry Road and Great South Road, referred to as the Drury South Interchange Connections.
10. DSL supports NoR 5, insofar as it will enable critical direct connections from State Highway 1 into the Precinct. However, DSL considers the designation

extent should be extended to the east of its current footprint, to Fitzgerald Road, to enable a direct connection from State Highway 1 to Fitzgerald Road. Enabling a direct connection from State Highway 1 to Fitzgerald Road will better integrate the Drury South Interchange into the Precinct and the local transport network already established. Fitzgerald Road also provides a direct connection to the Drury East Precinct and Drury Centre Precinct to the north.

Proposed lapse period for NoR 4 and NoR 5

11. DSL does not support the proposed 20-year lapse period for NoR 4 and NoR 5. A 20-year lapse period does not align or correspond with the timing and scale of urban development in the Precinct and broader Drury area. This lengthy lapse period also provides no certainty to affected landowners as to when, or if the Project or works authorised by the designations will be completed. This has related consequences in terms of when affected landowners (like DSL) can expect NZTA to acquire land under the PWA.
12. Full build out of the Drury South Industrial Precinct is expected to be complete in the next five years. It is reasonable and appropriate for DSL (and other landowners and developers) to have certainty regarding when, and if, some of its land will be acquired under the PWA for NoR 4 and 5.
13. DSL therefore seeks a lapse period of 10 years be imposed for NoR 4 and NoR 5.

Timing for implementation of NoR 1-3

14. DSL has similar concerns around the lack of certainty in relation to NoR 1, NoR 2 and NoR 3. Given these are alterations to existing designations, there is no lapse period proposed.
15. DSL seeks a condition be imposed requiring works authorised by the altered designations to be commenced within 10 years from the date the NoR is confirmed, to give landowners, developers and the community certainty on the works.

Reasons for submission

16. Subject to the amendments necessary to address its concerns set out above, DSL considers the NoRs:
 - (a) will promote the sustainable management of resources;

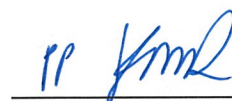
- (b) are consistent with Part 2 and other provisions of the Resource Management Act 1991;
- (c) will meet the reasonably foreseeable needs of future generations;
- (d) will enable social, economic and cultural wellbeing; and
- (e) will avoid, remedy or mitigate adverse effects on the environment.

Recommendation sought

17. DSL seeks that the Council recommends:
- (a) amendments to the NoRs, including by way of conditions, to address DSL's concerns;
 - (b) NoR 4 and NoR 5, if confirmed, be subject to a 10 year lapse period;
 - (c) additional land to the east of Quarry Road be included in the designation extent of NoR 5 to enable a connection from State Highway 1 to Fitzgerald Road; and
 - (d) such further other orders, relief or other consequential or other amendments as considered appropriate and necessary to address the concerns set out above.
18. DSL wishes to be heard in support of this submission.

DRURY SOUTH LIMITED by its solicitors and authorised agents Russell McVeagh:

Signature:



Daniel Minhinnick / Kirsty Dibley

Date:

15 July 2024

Address for Service:

C/- Kirsty Dibley
Russell McVeagh
Barristers and Solicitors
Level 30
Vero Centre
48 Shortland Street

PO Box 8/DX CX10085
AUCKLAND 1140

Telephone: +64 9 367 8000

Email: kirsty.dibley@russellmcveagh.com

**Submission on five Notices of Requirement for the Papakura to Bombay (P2B) Project
Stage 2, NZ Transport Agency Waka Kotahi – seeking Notices of Requirement for Stage 2 of
the Papakura to Bombay Project – Papakura ki Pukekura**

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert
Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("NoRs") for the Papakura to Bombay
(P2B) Project Stage 2.

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 15 July 2024

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the Papakura to Bombay (P2B) Project Stage 2, which includes five NoRs lodged by New Zealand Transport Agency Waka Kotahi ("**NZTA**") as a requiring authority under the Resource Management Act 1991 ("**RMA**"), being:
- (a) NoR lodged by NZTA to alter Designation 6706 State Highway 1 – Takanini to Drury;
 - (b) NoR lodged by NZTA to alter Designation 6700 State Highway 1 – Drury to Bombay;
 - (c) NoR lodged by NZTA to alter Designation 6701 State Highway 1 – Bombay;
 - (d) NoR lodged by NZTA for a Shared User Path; and
 - (e) NoR lodged by NZTA for Drury South Interchange Connections.

1.2 Watercare neither supports or opposes these NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs respond to the issues raised in this submission and avoid, remedy, or mitigate potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

1.3 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.

2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, from 2023-2053, this is expected to increase by another 520,800 people, potentially requiring another 200,000 dwellings along with associated drinking water, stormwater and wastewater infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.

2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹

2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part) and the Auckland Council Future Development Strategy.

2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

3.1 This is a submission on the NoRs (summarised above) that were publicly notified on 14 June 2024.

3.2 As noted previously, Watercare neither supports or opposes these NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.3 Watercare seeks to ensure that there is a live and continual process planned forward to recognise that asset management and construction plans are constantly updating and changing.
- 3.4 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the Papakura to Bombay Stage 2 Project develops.
- 3.5 Watercare seeks early engagement from the requiring authority for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's *"Water Supply and Wastewater Network Bylaw 2015"* (updated 2021).
- 3.6 Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the project areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authority that may impact Watercare's services.

4. **RECOMMENDATION SOUGHT**

- 4.1 Watercare seeks that Auckland Council recommends:
 - (a) amendments to the conditions of the NoRs , including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
- 4.2 Watercare does not wish to be heard in support of this submission.



Mark Iszard
Head of Major Developments
Watercare Services Limited

SUBMISSION ON NOTICE OF REQUIREMENT – NOR 1 Alteration to SH1 Designation 6706 (New Zealand Transport Agency)

To: Auckland Council
Private Bag 92300
Auckland 1142

Name of Submitter: BRO Tonganui

BRO Tonganui (**the Submitter**) provides this submission on a Notice of Requirement (**NOR**) for an alteration to Designation 6706 for the widening of the existing State Highway 1 (**SH1**) corridor and to accommodate the future upgrades of the SH1 network (**NOR 1**). The Requiring Authority is the New Zealand Transport Agency (**NZTA**).

NOR 1 forms part of the Papakura to Bombay Project Stage 2, for which the objectives stated in the public notice are to:

- Improve the safety and resilience of the SH1 network between Papakura and Bombay;
- Increase transport choice and accessibility to support growth in the south of Auckland;
- Support national and regional economic growth and productivity; and
- Support the inter and intra-regional movement of people and freight.

NOR 1 applies to an area of land of approximately 8.62 ha located across three land parcels.

The Submitter has an interest in land within the following affected site under NOR 1:

- 1121 Great South Road, Drury (1.61ha proposed to be designated).

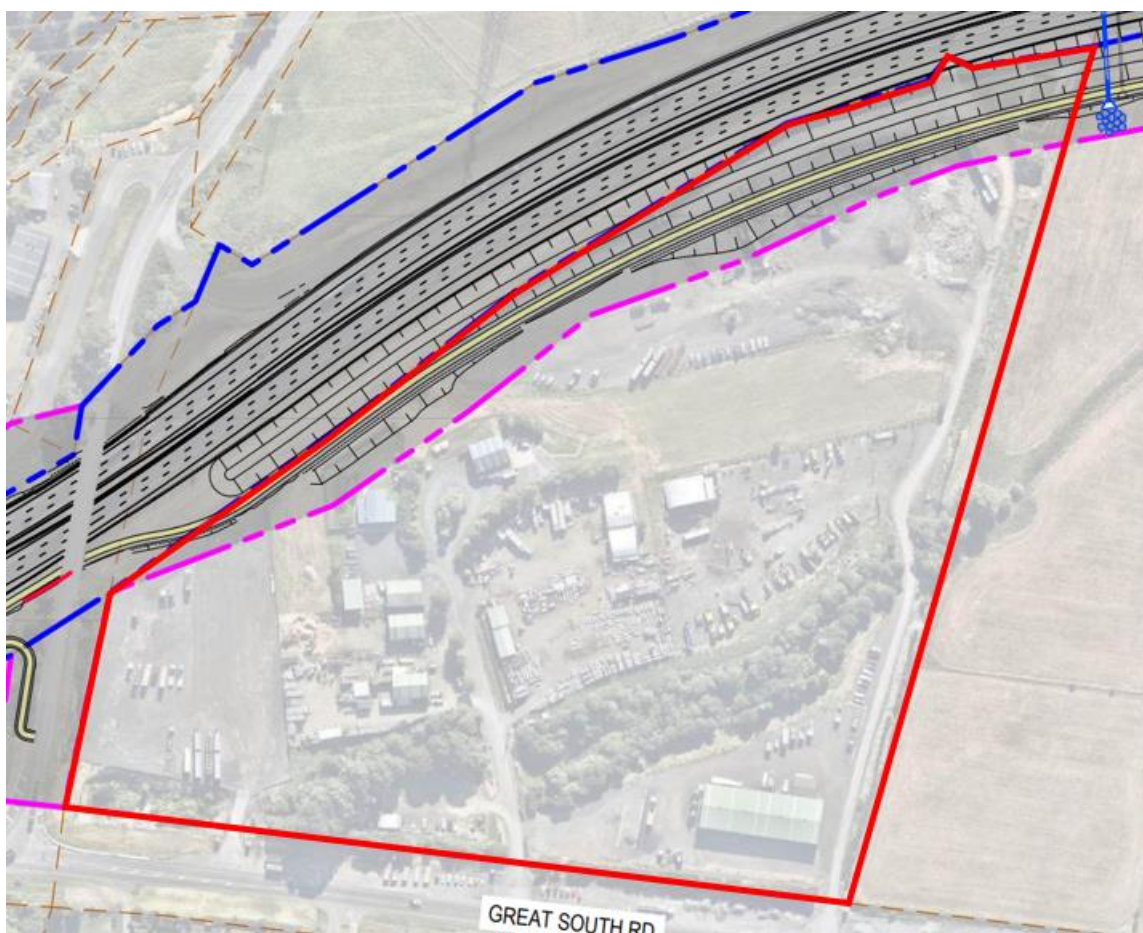


Figure 1: Affected site at 1121 Great South Road, Drury (site outlined in red; proposed designation boundary in pink)

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

The submission relates to the extent of designation and the lack of a proposed lapse date.

The Submitter **supports in principle** NOR 1 in the Papakura to Bombay Project Stage 2, but opposes some aspects of the NOR including the extent of land that would be designated.

The reasons for the Submitter's support in principle are:

Subject to addressing the matters raised / granting the relief sought in this submission:

1. The NOR would generally promote the sustainable management of natural and physical resources, in accordance with Part 2 of the Resource Management Act 1991 (**RMA**);
2. The proposal is consistent with the objectives and policies of the Auckland Unitary Plan and other provisions in relevant statutory planning instruments;
3. The proposal seeks to improve the capacity of the SH1 network and upgrade facilities for pedestrians and cyclists which will improve the safety and functionality of SH1; and
4. The proposal ensures that appropriate road infrastructure is provided to enable the planned growth and intensification in the south of Auckland.

Relief sought:

The Submitter seeks, subject to the matters below being satisfactorily addressed, that the Council recommend that the designation proposed through NOR 1 be confirmed.

The extent of designation

It is requested that the extent of the NOR 1 designation on 1121 Great South Road be reduced. For most of the SH1 site frontage, the designation would encroach around 12-16m into the site beyond the extent of works indicated. The cross section of the NOR is not sufficiently justified, including the combined overall width required for swales adjacent to the State Highway, a grade separated Shared Use path, batter slopes, and additional land beyond the batter slope all proposed to be designated.

Further, the extent of designation for NOR 1 overlaps with the extent of proposed NOR 4, which provides for the construction, operation, and maintenance of a Shared Use Path. It is considered that the provision of a Shared Use Path is not within the scope of the purpose of Designation 6706, which is specifically for *'Motorway Purposes Auckland – Hamilton'*. For this reason, it is not appropriate to include the area required for the Shared Use Path (NOR 4) as part of the alteration to Designation 6706 (NOR 1). This is significant, as NOR 1 is not intended to have a lapse date (this is addressed further below). If this occurs, then any lapse date for NOR 4 is effectively meaningless, as the land beneath it will remain subject to the NOR 1 designation, and would not become available for use again by the landowner.

Lapse

It is not accepted that a lapse date can never apply to an amendment to a NOR. While section 181(2) (which addresses amendments to NORs) does not refer to s184, that is not surprising, as the sections that are referred to in s181(2) relate to the processing and determination of the alteration. Just as with a resource consent or a designation itself, they can be implemented in part or whole, and questions of lapse require determination on their facts. It would be against the statutory scheme to allow a designation to be extended significantly over land that it did not previously cover and for it to never lapse.

On the basis that the Designation 6706 has been given effect to through the works associated with Stage 1B1 of the P2B Project, no lapse date has been proposed to the alteration to designation. Even if s181(2) were to have the effect of precluding a lapse date from NOR 1 for this reason, NZTA could always offer one up if need be on an *Augier* basis. It is requested that a lapse date be applied to, or offered up by NZTA for, NOR 1. To have no lapse date places an undue burden on the affected landowners, who will face a designation over their land for an indefinite period of time until, if ever, such time as the designation is given effect to. This creates a planning blight effect, rendering the designated portion of the site unusable for the landowner. The absence of a lapse date leads to uncertainties and challenges for the landowner when planning for potential future urbanisation of the land.

Therefore, it is requested that:

- (a) a lapse date of 10 years be applied to or offered up for NOR 1; and/ or
- (b) the extent of NOR 1 be reduced so as to not overlap with the extent of NOR 4, which has its own proposed lapse date.

A lapse date of 10 years has been sought on the basis that the Future Development Strategy (**FDS**) sets out that the Papakura to Bombay Project (Stage 2) is expected at 2033+ to support the development capacity of Drury and Pukekohe. As such, a lapse date of 10 years is considered an appropriate timeframe.

The Submitter acknowledges the importance of transport and active mode infrastructure provision between Papakura and Bombay. However, the Submitter requests that infrastructure delivery is executed in a way that allows landowners to undertake future planning of the affected land with greater confidence and certainty.

The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



Philip Brown
Campbell Brown Planning Limited
For and on behalf of BRO Tonganui as its duly authorised agent.

15 July 2024

Address for service of submitter:

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PO Box 147001
Ponsonby
AUCKLAND 1144

Attention: Philip Brown

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Transpower New Zealand Ltd
 31 Gilberthorpes Road, Islington
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 P 04 590 7000
www.transpower.co.nz

12 July 2024

Auckland Council
 Level 16, 135 Albert Street
 Private Bag 92300
 Auckland 1142

Via email - unitaryplan@aucklandcouncil.govt.nz

Kia ora,

RE: SUBMISSION BY TRANSPOWER NEW ZEALAND LIMITED ON THE NOTICES OF REQUIREMENT 1-5 FOR STAGE 2 OF THE PAKAKURA TO BOMBAY PROJECT – PAKAKURA KI PUKEKURA (P2B) PROJECT

1. INTRODUCTION

This document and attachments form part of Transpower New Zealand Limited's (Transpower) submission to the five (5) Notices of Requirement (NoRs) lodged with Auckland Council by NZ Transport Agency Waka Kotahi (NZTA) for Stage 2 of the Pakakura to Bombay Project – Pakakura ki Pukekura (P2B) project.

Transpower understands that the purpose the P2B Project Stage 2 is to provide upgrades to State Highway 1 (SH1) between Drury South and Bombay, improving accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of the existing transport corridor.

The NoRs are summarised as follows:

- NoR 1 - Alteration to SH1 Designations 6706, for which NZTA is the requiring authority;
- NoR 2 - Alteration to SH1 Designations 6700, for which NZTA is the requiring authority;
- NoR 3 - Alteration to SH1 Designations 6701, for which NZTA is the requiring authority;
- NoR 4 - Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange, for which NZTA will be the requiring authority; and
- NoR 5 - Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange, for which NZTA will be the requiring authority.

Transpower acknowledge the engagement undertaken between Transpower and NZTA during the development of the proposal over recent years. Transpower understands that engagement will continue as the project progresses through the detailed design phase.

Transpower's general position is neutral in relation to the merits of the proposal. However, Transpower wishes to highlight to the need to appropriately avoid, remedy or mitigate any potential effects of the proposed designations and future development on the National Grid.

2. TRANSPOWER'S NATIONAL GRID ASSETS

Transpower is the State-Owned Enterprise that plans, builds, maintains, and operates New Zealand's high voltage transmission network – The National Grid. The National Grid comprises around 12,000 km of transmission lines and cables, and some 164 substations. It links generators to distribution companies and major industrial users from Kaikohe in the North Island to Tiwai Point in the South Island. Transpower's principal role is to ensure the reliable supply of electricity throughout the country and, therefore, has a significant interest in ensuring that development and activities do not adversely affect the operation, maintenance, upgrading and development of the existing transmission network.

Several of Transpower's National Grid assets are located in proximity to the proposed NoRs (excluding NoR 3). Assets include but not limited to:

- Drury substation (Designation 8521 in the Auckland Unitary Plan Operative in part (AUP) – NoR 2 and 5;
- Glenbrook - Deviation A (GLN-DEV-A) Transmission line (220 kV) and associated support structures – NoR 2 and 5;
- Huntly to Otara A (HLY-OTA-A) Transmission line (220 kV) and associated support structures – NoR 1, 2 and 5; and
- Bombay to Otara A (BOB-OTA-A) Transmission line (110 kV) and associated support structures (noting that this line will be decommissioned and dismantled in late 2024) – NoR 1, 2, 4 and 5.

The National Grid Yard (NGY) is a 12-metre setback either side of the transmission line and support structures (the 12m setback from the closest visible edge of the tower foundation will need to be physically measured on site), shown by the blue corridor on the attached Transpower Asset Maps.

3. STATUTORY CONTEXT

3.1 National Policy Statement on Electricity Transmission 2008 (NPSET)

Under the Resource Management Act 1991 (RMA), the National Grid is recognised as a significant physical resource that must be sustainably managed, and any adverse effects on that infrastructure must be avoided, remedied or mitigated. The NPSET confirms the national significance of the National Grid and the need to appropriately manage activities and development under, and close to it.

The Objective of the NPSET is as follows:

To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- *Managing the adverse environmental effects of the network; and*
- *Managing the adverse effects of other activities on the network.*

The NPSET contains fourteen policies. In particular, Policy 2 of the NPSET requires decision-makers to recognise and provide for the effective operation, maintenance, upgrading and development of the

electricity transmission network. Whilst Policy 10 requires that all decision-makers: *“to the extent reasonably possible manage activities to avoid reverse sensitivity effects on the electricity transmission network and to ensure that operation, maintenance, upgrading, and development of the electricity transmission network is not compromised.”*

3.2 New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34:2001)

The National Grid is subject to various operational and engineering requirements that dictate how other activities are undertaken in relation to the National Grid, including the requirements of NZECP34: 2001.

NZECP34: 2001 is a mandatory code of practice pursuant to the Electricity Act 1992, which sets minimum safe distances from overhead transmission lines to protect persons, property, vehicles and mobile plant from harm or damage from electrical hazards. The Code establishes safe clearance distances to buildings and structures, the ground (including stockpiles of earth and filling activities), and other lines, as well as how close buildings, structures and excavations can occur to poles and towers. All proposed works must comply with the NZECP requirements.

4. TRANSPOWER’S INTEREST IN THE NORs

Transpower’s interest in the project is to ensure that the operation, maintenance, upgrading and development of the National Grid is not compromised by the Project and that construction works in proximity to National Grid assets are carried out safely in accordance with NZECP34: 2001.

4.1 Drury Substation Designation 8512 (NoR 2 and NoR 5)

As outlined above and noted in Section 9.3.4.1 of the Assessment of Environmental Effects (AEE) for Stage 2 of the P2B Project, NZTA has undertaken engagement with Transpower as part of the development of the proposal over recent years, particularly in relation to the concept design stage for Drury South Interchange (NoR 2) and Drury South Interchange Connections (NoR 5), in proximity to the Drury substation. Design development focused on minimising adverse effects on Transpower’s operations at the Drury substation site and minimising the land take requirement at the site. Transpower understands that engagement will continue during design development.

The proposed alteration to the existing SH1 Designation 6700 to provide widening of the existing SH1 corridor (NoR 2) will encroach into Designation 8521 for the Drury substation for which Transpower is the requiring authority. Given Transpower Designation 8521 will pre-date NoR 2 and NoR 5, NZTA will require S176A approval from Transpower prior to construction works.

4.2 Proposed Wetland in proximity to Drury Substation (NoR 2 and NoR 5)

A wetland is proposed to the south-west of the Drury substation, in close proximity to National Grid support structure HLY-OTA-A0146. Construction of the wetland shall be undertaken in accordance with the requirements of NZECP34: 2001 (proposed designation Condition CC.9). In particular, any excavation within 12m of the outer edge of the foundations of tower HLY-OTA-A0146 shall comply with the restrictions set out in NZECP34: 200, ground to conductor clearance requirements shall be met and mobile plant operation shall comply with the minimum setback requirements for National Grid transmission lines.

Construction of the proposed wetland, and compliance with NZECP34: 2001 shall be addressed in the project Electrical Infrastructure Management Plan (EIMP).

4.3 BOB-OTA-A National Grid transmission line (NoR 1, NoR 2, NoR 4 and NoR 5)

The NoRs, apart from NoR 3, will require works in proximity to the BOB-OTA-A National Grid transmission line (i.e. works within, or in parallel to the NGY of this transmission line). In particular, NoR 4 will involve the construction, operation, and maintenances of a new SUP, along the western side of SH1, in proximity to the BOB-OTA-A National Grid transmission line.

The BOB-OTA-A0049 – 0117A spans of this transmission line are scheduled to be decommissioned and dismantled during the second half of 2024. While unlikely, should any physical works be undertaken prior to the dismantling of these transmission assets, the works will need to comply with the requirements of NZECP34: 2001.

4.4 Designation Conditions (all NoRs)

To appropriately manage effects on Transpower’s National Grid assets located within or in proximity to the proposed designation boundaries, NZTA proposes a set of Transpower specific conditions agreed on during previous stages of the P2B Project, and other similar State highway projects. These are set out under the ‘Transpower’ heading in the proposed designation Conditions CC.7 – 12 (NoR 1) and CC.9 – CC.14 (NoR 2-5).

Additionally, for this stage of the P2B Project, NZTA proposes the preparation of an EIMP prior to the start of construction works within fifty metres of Transpower’s National Grid transmission assets (listed under the ‘Electricity Electrical Infrastructure Management Plan’ heading in the proposed designation Conditions CC.15 (NoR 1) and CC.17 (NoR 2-5)). The purpose of the EIMP, as per proposed designation Conditions CC.14 (NoR 1) and CC.16 (NoR 2-5), is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

Transpower supports proposed designation Conditions CC.7 – 18 (NoR 1) and CC.9 – CC.20 (NoR 2-5).

Transpower acknowledges the proposed designation conditions also require the preparation of a Network Utility Management Plan to set out a framework for protecting, relocating and working in proximity to existing network utilities (proposed designation Condition CC.6 (NoR 1) and Condition CC.8 (NoR 2-5)).

5. DECISION / RELIEF SOUGHT

Transpower seeks a decision that ensures that the operation, maintenance, upgrading and future development of National Grid infrastructure is protected from the potential adverse effects of the proposed P2B Project.

Transpower considers that the aspects of the Project, which have the potential to result in adverse effects on the Transpower’s National Grid assets, can be addressed through the designation conditions proposed by NZTA, developed in conjunction with Transpower.

Transpower does not wish to be heard in support of its submission.

Transpower would be happy to continue engaging with NZTA as the P2B Project Stage 2 progresses and should the NoRs be confirmed.

Dated at Christchurch on 12 July 2024

Approved for Release by Transpower NZ Ltd:



Andy Eccleshall

Technical Lead – Landowner Development Enquiries | Environment Group

Transpower New Zealand Limited

(Authorised to sign on behalf of Transpower NZ Ltd)

Ph: 04 590 8687 / Email: Andy.Eccleshall@transpower.co.nz

Appendices:

Appendix A: Map of Transpower assets

Copy Served to:

NZ Transport Agency Waka Kotahi

Private Bag 106602

Auckland 1143

Attention: Evan Keating

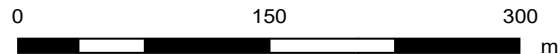
Email: Evan.keating@nzta.govt.nz

Appendix A: Map of Transpower assets



TRANSPOWER

Drury Substation Asset Map (NoR 2 & NoR 5)



8-Jul-2024 Scale 1: 4514 Plan size: A4L

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Legend NOR1 # 08

Maximo Assets

Site

■ AC Substation

Structure

▣ Double Circuit Steel

Tower

■ Termination

Earthwire

✕

Span

— 110 kV

— 220 kV

Underground Fibre Cable

—

Transpower Data

Site Access Point



73512



TRANSPOWER

NoR 1 Asset Map

Legend NOR1 # 08

Maximo Assets

Structure

- Double Circuit Steel Tower
- Termination

Earthwire



Span

- 110 kV
- 220 kV

Underground Fibre Cable



0 300 600
m

20-Jun-2024 Scale 1:9028 Plan size: A4L

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TRANSPOWER

NoR 2 Asset Map

Legend **NOR1 # 08**

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

⊠ Double Circuit Steel
Tower

■ Termination

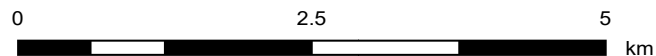
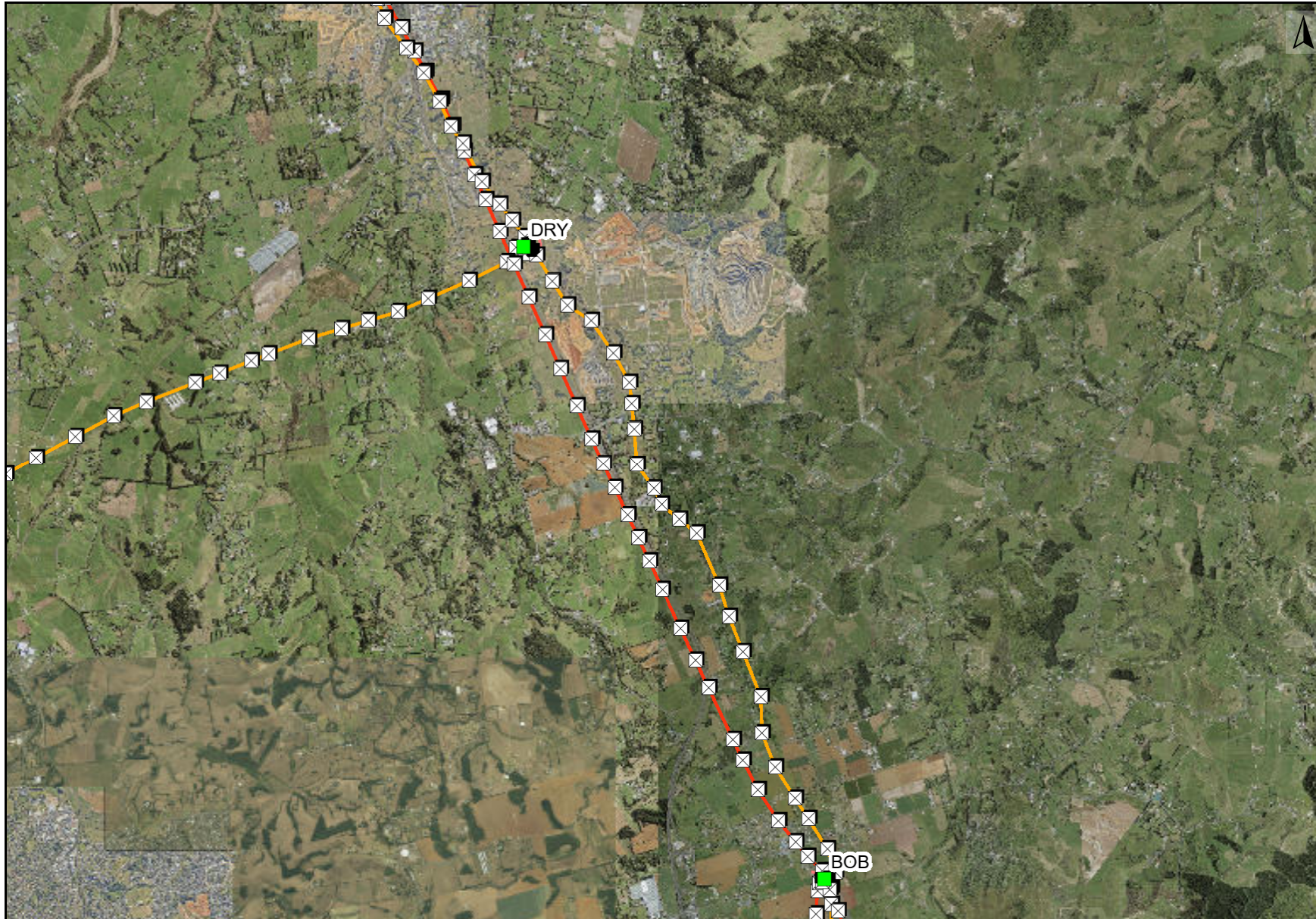
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



20-Jun-2024 Scale 1: 64387 Plan size: A4L

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TRANSPOWER

NoR 3 Asset Map



0 0.5 1 km

20-Jun-2024 Scale 1: 18056 Plan size: A4L

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Legend NOR1 # 08

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

☒ Double Circuit Steel Tower

■ Termination

Earthwire

✕

Span

— 110 kV

— 220 kV

Underground Fibre Cable

—

Transpower Data

Asbestos at Substation



103517



TRANSPOWER

NoR 4 Asset Map

Legend NOR1 # 08

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

⊠ Double Circuit Steel
Tower

■ Termination

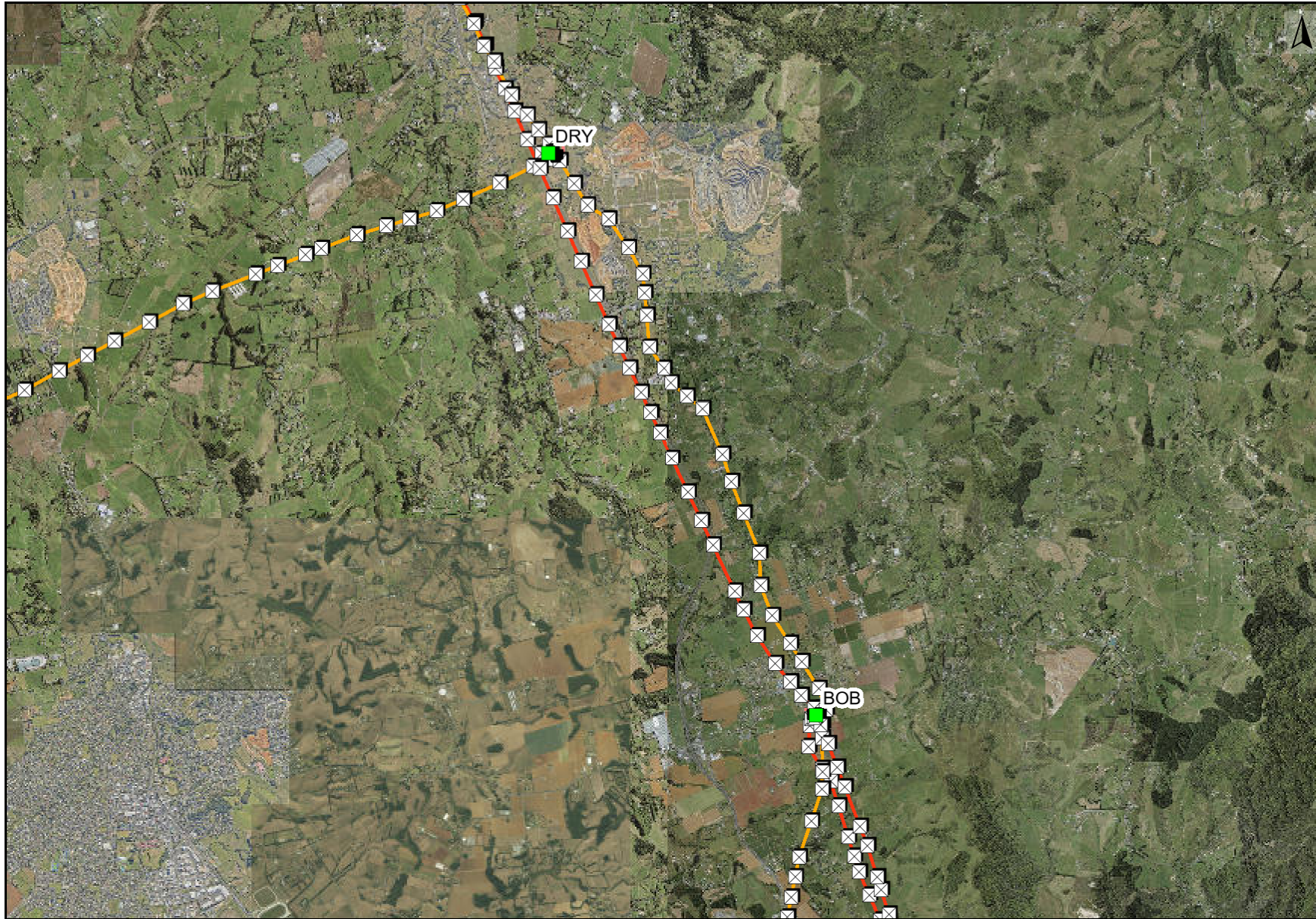
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



0 2.5 5
km

20-Jun-2024 Scale 1: 72224 Plan size: A4L

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113518
358



TRANSPOWER

NoR 5 Asset Map

Legend NOR1 # 08

Maximo Assets

Site

■ AC Substation

Structure

☒ Double Circuit Steel
Tower

■ Termination

Earthwire

✕

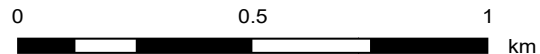
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



20-Jun-2024 Scale 1: 16093 Plan size: A4L

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123513

**SUBMISSION ON NOTICES OF REQUIREMENT FOR DESIGNATION OF LAND FOR THE PAPA KURA
TO BOMBAY STAGE 2 PROJECT BY NZ TRANSPORT AGENCY WAKA KOTAHI**

Section 168(2) of the Resource Management Act 1991

To: Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Copy to: NZ Transport Agency Waka Kotahi
evan.keating@nzta.govt.nz

KIWI PROPERTY HOLDINGS NO. 2 LIMITED at the address for service set out below (**“the Submitter”**) makes the following submission in relation to the notices of requirement lodged by NZ Transport Agency Waka Kotahi (**“NZTA”**) in respect of:

- NOR 1 Alteration to SH 1 Designation 6706 in the Auckland Unitary Plan – Operative in Part (**“Unitary Plan”**) to provide for widening of the existing SH 1 corridor and authorise the future upgrades to the SH 1 network (**“NOR 1”**)
- NOR 4 – Construction, operation and maintenance of a shared user path, alongside the western side of SH 1 (**“NOR 4”**)
- NOR 5 – Construction, operation and maintenance of a new link road between Quarry Road and Great South Road, referred to as the Drury South Interchange Connections (**“NOR 5”**)

(together **“the NORs”**).

1. The NORs form part of a package of notices of requirement for Stage 2 of the Papakura to Bombay – Papakura ki Pukekura (**“P2B”**) project under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter is not a trade competitor of NZTA and could not gain an advantage in trade competition through this submission.
3. The submission relates to the NORs in their entirety. The Submitter’s interest is focused on:
 - (a) How the NORs support future urbanisation of land within Drury East and Drury South, in a manner consistent with the underlying precincts.

- (b) How NOR 1 and NoR 4 support the provision of a future connection from the shared user path along SH 1 Southern Motorway to a future cycleway which the Submitter understands is to be constructed along Great South Road.
- 4. The Submitter generally supports the NORs.
- 5. The reasons for this submission are:
 - (a) Provided the concerns set out in this submission are appropriately addressed, the NORs:
 - (i) Will not generate significant and unwarranted adverse effects on the environment;
 - (ii) Are not contrary to the sustainable management of natural and physical resources;
 - (iii) Amount to and promote the efficient use and development of resources;
 - (iv) Are otherwise consistent with the purpose and principles in Part 2 RMA; and
 - (v) Warrant being upheld in terms of section 171 RMA.

In particular, but without derogating from the generality of the above:

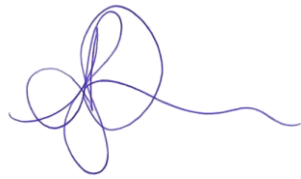
- (b) The wider Drury area has been rezoned to a mix of urban residential, business and open space zones and is ultimately intended to accommodate a population equivalent to Napier. Significant investment in infrastructure is being made by developers, local and central government.
- (c) The Submitter has significant landholdings within the area identified in the Auckland Unitary Plan as the Drury Centre Precinct. Land within the Drury Centre Precinct is zoned a mix of Business – Metropolitan Centre, Business – Mixed Use, and Open Space – Informal Recreation.
- (d) The works proposed in the NORs will support urbanisation of this land. The Submitter's key concern is ensuring that the roading infrastructure to be altered or provided for through the NORs is well integrated with and supports development enabled within the Drury Centre precinct and the broader Drury urban area.

- (e) **NOR1** is an appropriate and necessary response to the anticipated and planned future urbanisation of the land alongside SH1 Southern Motorway between the Drury and Drury South interchanges.
- (f) **NOR 4** proposes a cycleway along that portion of the western side of SH1 between the Bombay interchange and the vicinity of Quarry Road ("**the NOR Cycleway**"). In that regard:
 - (i) It is understood that Auckland Council, Auckland Transport and NZTA intend to connect the NOR Cycleway with a future active mode connection from the proposed Drury Central Rail Station, as indicated on Figure 2-2 of the Assessment of Environmental Effects lodged with the NORs.
 - (ii) The Submitter understands that a future active mode connection is proposed along Great South Road, to the north of the Railway, under the SH1 Southern Motorway, to the Great South Road / SH22 intersection ("**Proposed GSR Cycleway**"). The Submitter further understands that the Proposed GSR Cycleway is to be delivered in conjunction with the Drury network upgrades which are currently underway.
 - (iii) The Submitter understands that Auckland Transport is proposing a separate active mode connection from the Drury Centre Rail Station to the south of and parallel to the rail corridor, through the Drury Centre Precinct, and underneath SH1 Southern Motorway ("**Alternate AT Cycleway**"). The Submitter considers the Alternate AT Cycleway is superfluous, given that it duplicates the Proposed GSR Cycleway, and will incur significant unnecessary expense.
 - (iv) The Submitter supports the integration of the NOR Cycleway with the Proposed GSR Cycleway. [Nb: The Submitter does not support the Alternate AT Cycleway and will oppose that cycleway through the relevant future processes.]
- (g) The Drury South Interchange will be one of the access routes for development within the Drury Central, Drury East and Waihoehoe Precincts. As such, the Submitter supports delivery of **NOR 5**, as this will unlock further development opportunities within the Drury Centre Precinct and support urbanisation of the land.

6. The Submitter seeks the following relief with regard to the Application:
- (a) That the NORs be approved and, if necessary, conditions imposed in order to ensure that the NORs are well integrated with, and support, development enabled within the Drury Centre Precinct.
 - (b) Such alternative or other relief or consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission.
7. The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

DATED this 15th day of July 2024

KIWI PROPERTY HOLDINGS NO. 2 LIMITED by its
solicitors and duly authorised agents, Ellis Gould



D A Allan / A K Devine

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509, Auckland 1140, DX CP22003, Auckland. Telephone: 09 306 1075. **Attention:** Alex Devine (adevine@ellisgould.co.nz)

Appendix 4

12 Submissions on NoR 2

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Fortysouth Group LP
Trading as Fortysouth
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Auckland, 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
PO Box 91362
Victoria Street West
Auckland, 1142

One New Zealand (One NZ)
Private Bag 92161
Auckland, 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland, 1010

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency (NZTA) for Stage 2 transport projects between Papakura and Bombay in Auckland:

- Papakura to Bombay (P2B) Project Stage 2 NoR 1: Alteration Designation 6706 State Highway 1 – Takanini to Drury (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 2: Alteration Designation 6700 State Highway 1 – Drury to Bombay (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 3: Alteration Designation 6701 State Highway 1 – Bombay (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 4: Shared User Path (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 5: Drury South Interchange Connections (Waka Kotahi NZ Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to Network Utility Operators.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall P2B package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Agreed conditions from other Notices of Requirement (NoR) around the region as part of the various Supporting Growth Alliance (SGA) packages have not carried through into these NoRs.

The Telecommunications Submitters **oppose** the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The organisations collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also crucial for supporting social and economic wellbeing and measures to reduce travel demand. The services

provide opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy.

The equipment used to deliver this is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. The design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable than trying to retrofit necessary telecommunications/ broadband infrastructure later due to disruptions and/ or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows and is outlined in more details viewable in **Appendix A**:

- Fortysouth Facility: Telecommunication pole by the Ramarama Off Ramp in NoR 1 (supporting both Spark and One NZ network and 2degrees is actively sharing One NZ antennas)
- Connexa Facility: Pole located along the Auckland southern motorway Bombay in NoR 2 (supporting Spark network)
- Connexa Facility: Pole located by 1 Bombay Road in NoR 4 (supporting 2Degrees network)
- Chorus has extensive fibre and copper lines networks throughout the project area.
- Chorus and Spark have existing cables running down east side of motorway. Purple lines on the attached map show the route.

Mobile operators are progressively rolling out roadside equipment and fibre routes in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators may need to integrate necessary services into infrastructure projects such as transport projects. This is especially significant for future development relative to the introduction of advanced technology such as 5G infrastructure, which will be crucial to transport infrastructure as well as adjacent development. This is essential to allow the public to maintain digital connectivity and enable equal opportunities through access to new technology.

It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. As described through the examples given below, this process does not always run smoothly. Previously, Spark, 2degrees and Vodafone (now One NZ) had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully

project in the Wellington Region to install services to provide telecommunications coverage. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting, it proved to be very challenging to try to incorporate necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators. This had been part of the detailed design phase of the project to identify opportunities to enable the development of new network utility including telecommunications infrastructure where practicable to do so¹.

Satisfactory outcomes on conditions have been agreed recently for Auckland Transport and Waka Kotahi who agreed to amend their proposed Network Utility Management Plan (NUMP) conditions to involve network utility operators during the design phase, whilst Waka Kotahi agreed to a Network Utility Integration condition for the SGA North Package of projects in lieu of the Land Integration Process condition used on Auckland Transport Designations.

All NoRs in this project include a NUMP condition in the construction conditions (CC.6 for NoR 1 and CC.8 for NoR 2-5), which is not the same as the previously and recently agreed upon NUMP condition wording for the other abovementioned SGA projects. The NUMP conditions used in the P2B project NoRs do not include the following clause:

(x) the development of the NUMP shall consider opportunities to coordinate future work programmes with other network utility operator(s) during detailed design where practicable.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, it is reasonable for there to be provisions to ensure the matter is properly considered during the design phase through consultation with network utility operators as it sets appropriate expectations and ensures these opportunities are properly explored. This facilitates proper consideration of making provision for communications infrastructure that support the function of the roads and/or serves adjacent growth. This should be a consideration distinct from protecting or relocating existing network utilities impacted by the project which has previously been the focus of conditions to manage network utilities.

¹ East West Link Condition NU2, W2W Condition 24A

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the Requiring Authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design.

The Assessment of Environmental Effects (AEE) for each notice sets out the relevant utility providers who have assets within and around the proposed designations and is listed in the Engagement section. Chorus, Spark, 2degrees, and One NZ are listed. However, Connexa and Fortysouth are not, despite having existing infrastructure within and around the proposed designated boundaries, and who have now acquired most of the fixed mobile assets of Spark, 2degrees, and One NZ. Therefore, it is a concern that the various companies will potentially not be properly consulted as part of the NUMP development and project design in the absence of suitable conditions.

Network Utilities Integration (NUI)

The P2B NoRs lodged by Waka Kotahi did not include a condition for Network Utilities Integration, despite previously agreeing to and including this within the SGA North Waka Kotahi NoRs for the hearings.

The exclusion of an NUI condition creates a potential lack of integration and dialogue between the project teams and existing infrastructure providers such as the Telecommunications Submitters. The proposed condition will promote effective collaboration and proper exploration of opportunities with regard to future infrastructure requirements being incorporated into these projects. The Telecommunication Submitters are seeking relief in the form of a satisfactory NUI condition (equivalent to the condition as previously included within the SGA North NoRs) to be included within the 5 Waka Kotahi NoRs for the P2B project, or an alternative condition of like effect in regard to addressing the issues raised by the Telecommunications Submitters.

The Telecommunications Submitters seeks the following decision from the Requiring Authorities:

Amend the NUMP condition for each notice of requirement, as follows:

Network Utility Management Plan (NUMP)

(a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.

- (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.*
- (c) To achieve the purpose, the NUMP shall include methods to:*
 - (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;*
 - (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;*
- (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.*
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.*
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.*
- (x) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.*

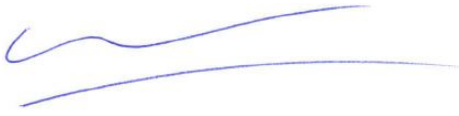
Add a NUI condition equivalent to that proposed for the North Transport Projects between Albany and Orewa designations by Waka Kotahi designations to properly identify and engage with relevant telecommunication network utility operators as part of project design.

Network Utilities Integration

- (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.*

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.



Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)

Date: 26 June 2024

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Appendix A

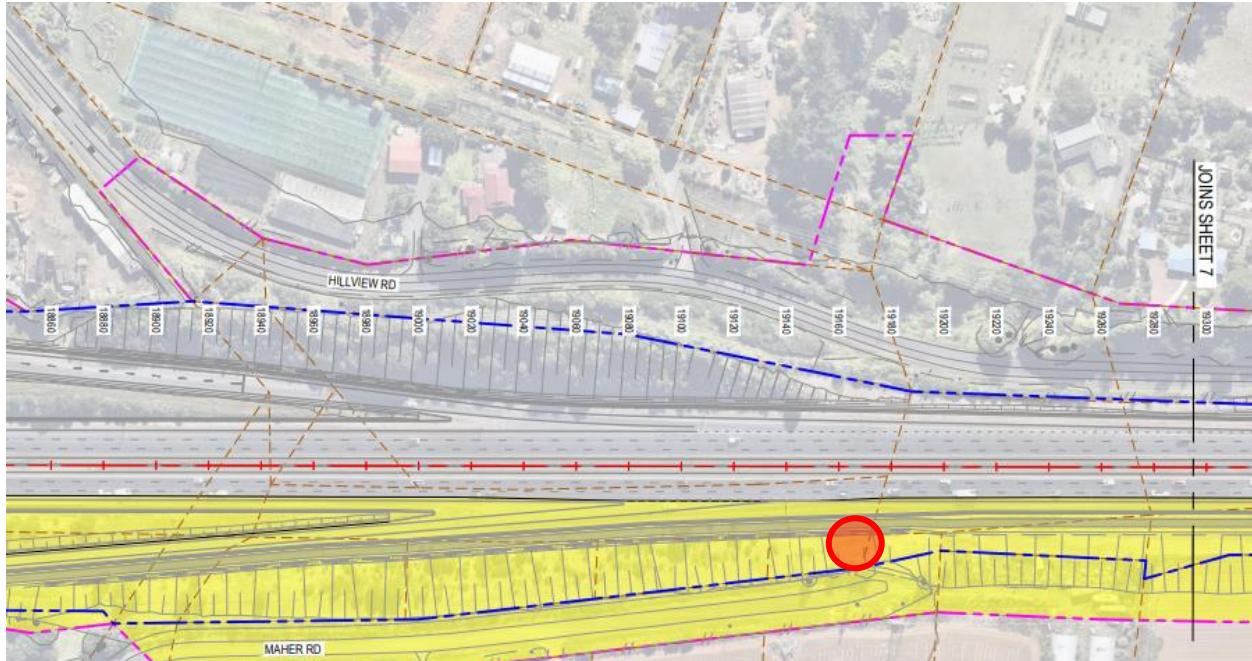
Impacted Telecommunication Facilities

Existing Telecommunication Sites Impacted

Fortysouth

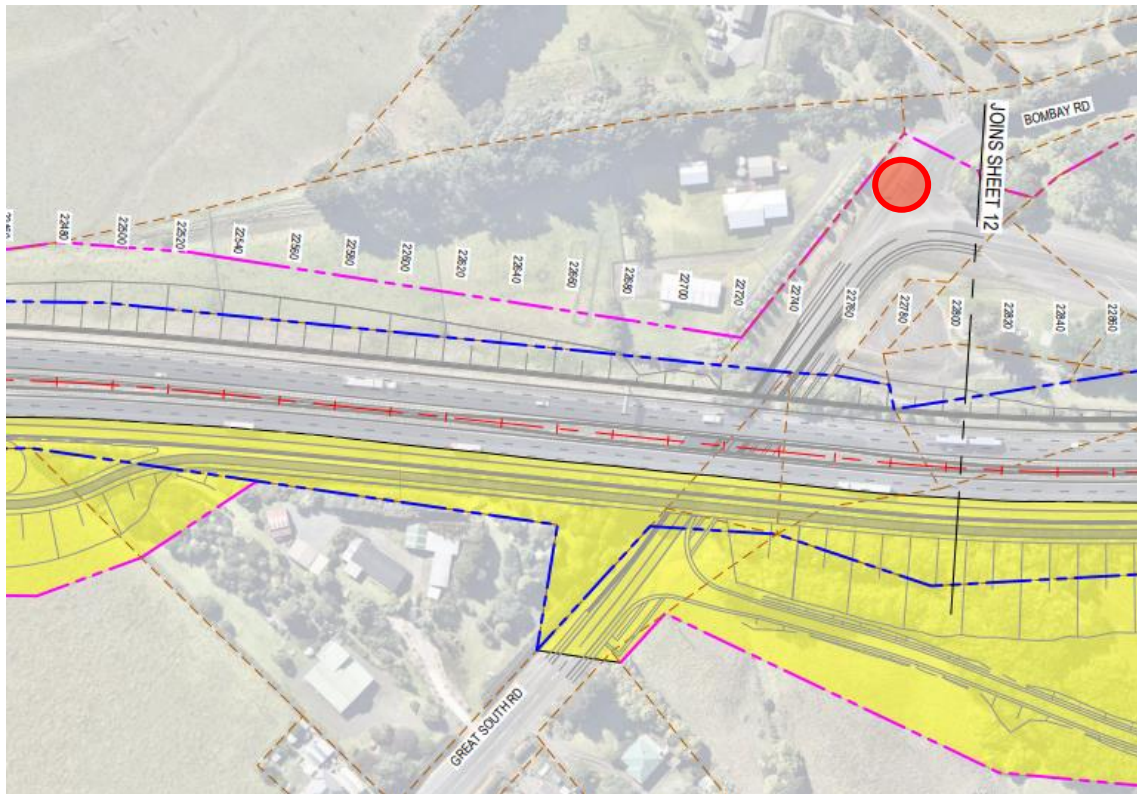
NoR 2 & 4 – Papakura to Bombay (P2B) Project Stage 2. 6700 SH1 – Drury to Bombay/ Shared User Path (Waka Kotahi NZ Transport)

- Pole located along Auckland Southern Motorway, by Ramarama Off ramp (supporting One NZ and Spark antennas, and 2degrees actively sharing the One NZ antennas)



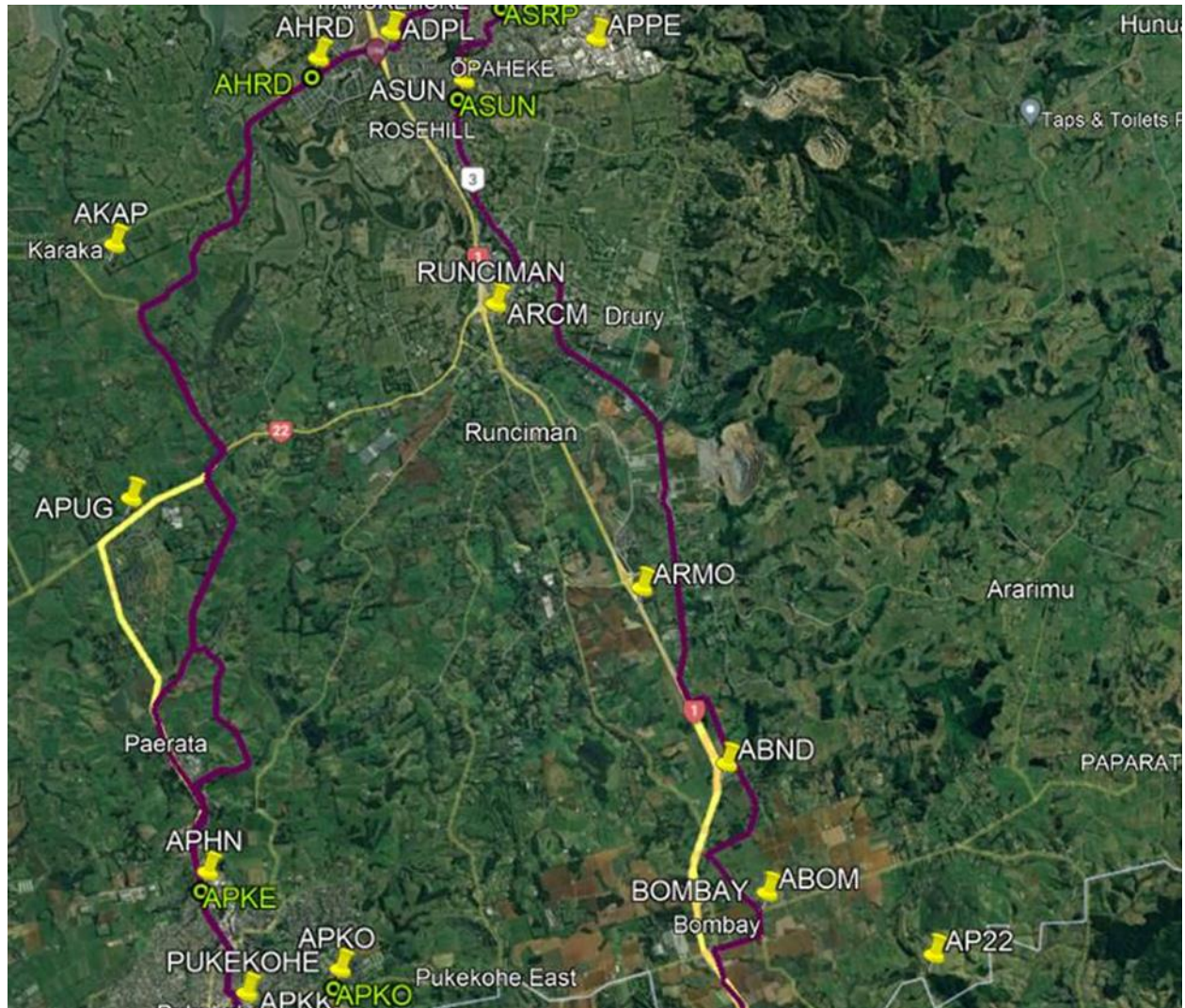
NoR 3 – Papakura to Bombay (P2B) Project Stage 2. SH1 – Bombay (Waka Kotahi NZ Transport)

- Pole located on 1 Bombay Road (supporting 2degrees)



Chorus and Spark

- Chorus and Spark existing cables running down the East side of the motorway. This is shown as the purple lines.



Submission on Notice of Requirement for Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6700 State Highway 1 – Drury to Bombay (NoR 2) NZ Transport Agency Waka Kotahi (NZTA)

To: Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Drury Property Group LP

Drury Property Group LP (“the Submitter”) provides this submission on Notice of Requirement 2 – Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6700 State Highway 1 – Drury to Bombay (NoR 2) NZ Transport Agency Waka Kotahi (NZTA (“the NoR’s”).

The purpose of the NoR as summarised within the Assessment of Environmental Effects (‘AEE’) submitted with the application is to: *“improve the safety and resilience of the SH1 network between Papakura and Bombay, Increase transport choice and accessibility to support growth in the south of Auckland, Support national and regional economic growth and productivity, and; Support the inter and intra-regional movement of people and freight”*¹

NoR 2 aims to enhance: *“accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of the existing transport corridor. “. The NoR seeks to undertake alterations to the existing SH1 corridor by widening from four to six lanes from approximately 200m north of Quarry Road to the location of Mill Road/Bombay Interchange. This will provide for an additional lane in both directions. Both capacity and safety improvements are proposed along the SH1 corridor, namely; upgraded interchanges, wider shoulders, new barriers, and additional lighting are proposed along the full extent of the Project.”*².

The submitter is the owner of a property located along the NOR’s alignment. The subject site is presently known as 109 John Main Drive, Drury 2579. The submitter is currently implementing a quality masterplanned housing neighbourhood located along SH1. The development is known as Hunua Views and will comprise in the order of 600 quality homes. To date, circa 200 homes have been constructed.

¹ Section 3.2 of the Assessment of Environmental Effects

² Section 3.3 of the Assessment of Environmental Effects

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

The submission relates to the designation corridor and the extent of physical works.

The submitter supports the general approach to NoR 2 to improve accessibility, particularly with respect to the proposed enhancements to the Rama Rama Road Interchange which will improve access to the submitters site.

The Submitter **opposes in part** the application for the NOR subject to the following relief sought.

The reasons for the submitter's opposition are:

1. The submitter is concerned that the Requiring Authority is designating more land than is required.
2. The Submitter notes that a large part of the Submitters property along SH1 is proposed to be designated. The Submitter understands that large parts of the proposed designation are required for construction purposes. The submitter notes that the proposed housing for Hunua Views is largely located away from the proposed NoR Boundary. The submitter attaches at **Appendix A**, a drawing showing the designation that was provided by the Requiring Authority's consultants (Aurecon). This has been overlaid onto Block B of the Hunua Views masterplan.
3. The submitter notes that part of proposed NoR 2 (located along SH1) will overlap with an area that includes the diversion of the Roslyn Stream. This has been consented by the Auckland Council as part of the bulk earthworks consent to establish the Drury South Residential Precinct (LUC60305891 - Council Reference). In addition, the submitter has obtained resource consent for the development of the 'Block B' area north of Maketu Road for Stages 7-11 of the wider Hunua Views development (BUN60392643 - Council reference).
4. While the physical works associated with the Roslyn Stream diversion are part of the earlier bulk earthworks consent referenced above, Stage 8 of the approved resource consent for Block B requires that the stream is vested as esplanade reserve in the Auckland Council. Much of the physical works to redirect the stream have been completed and the required landscaping has been established. There are, however, ongoing landscaping maintenance and ecological enhancement conditions that apply to those works. Please refer to Figure A for a plan shown the consented stream location.

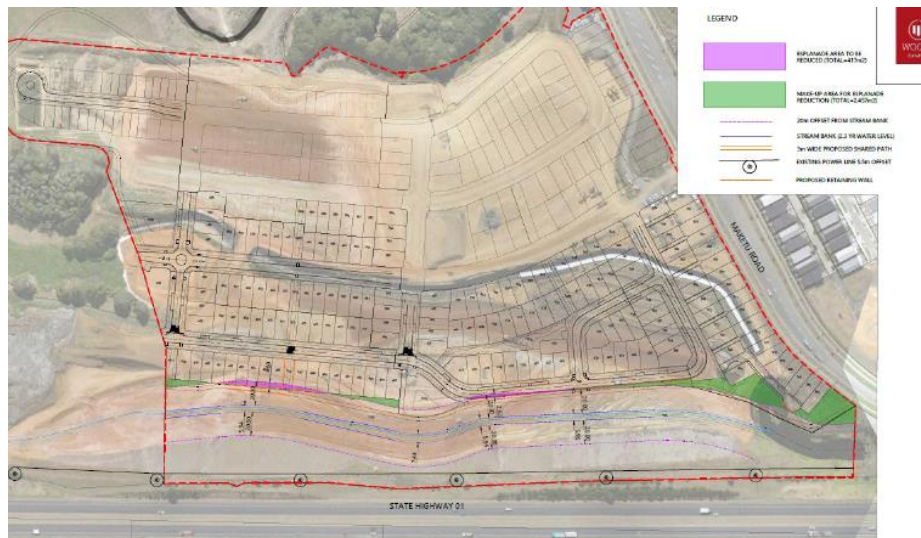


Figure A - Area of consented stream diversion

5. The submitter seeks confirmation from the Requiring Authority that NoR 2 will not prevent any of these consented works from occurring including compliance with all of the conditions of the approved resource consent(s), when they come to vest the land with Auckland Council and construct the consented housing and infrastructure.
6. The submitter also notes that part of the proposed NoR 2 will encroach into the consented Block B Boundary. The submitter seek an adjustment to the NoR 2 boundary to be outside this consented portion of the submitters housing development as indicated in Figure B below

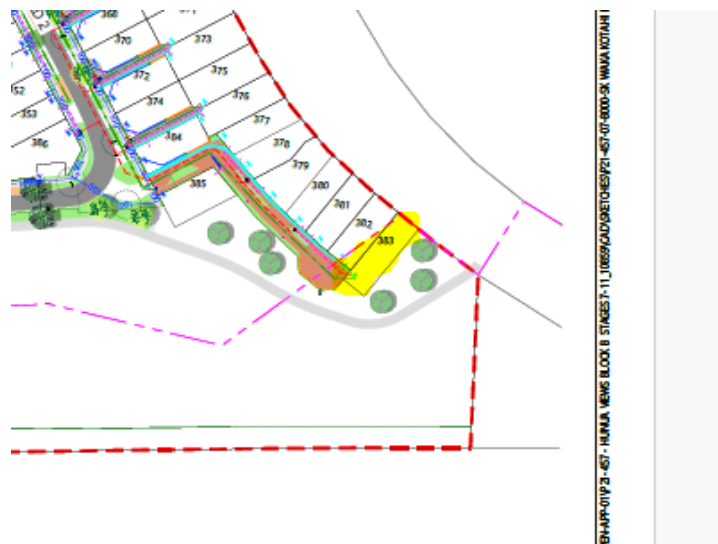


Figure B - Area of NoR encroaching into the consented development

7. The NoR would not currently promote the sustainable management of natural and physical resources, in accordance with Part 2 of the Resource Management Act 1991 ('the Act');
8. The NoR will, as a result, adverse impact the ability of the submitter to provide for their social, economic, and cultural wellbeing.

Relief sought

The Submitter seeks the following decision from Auckland Council in respect of the NoR's:

- That the requiring authority confirms that the proposed NoR will not prevent the landowner from exercising its approved consent to the full extent;
- That the designation boundary is amended to align with the above;
- Such other consequential amendments to the provisions of the NoR's as may be necessary to give effect to the relief sought in this submission.

The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



Michael Campbell
Campbell Brown Planning Limited
For and on behalf of Drury Property Group LP as its duly authorised agent.

2 July 2024

Address for service of submitter:

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AUCKLAND 1144

Attention: Michael Campbell

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Mobile: 021845327

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LEGEND:

BLOCK B BOUNDARY

WAKA KOTAHI NZTA DESIGNATION



STATE HIGHWAY 1

REVISION DETAILS		INT	DATE	SURVEYED		
1	ISSUED FOR INFORMATION	YC	26/02/2024	DESIGNED	YC	McELDOWNIE RD DRURY AUCKLAND
				DRAWN	YC	
				CHECKED		
				APPROVED		WOODS.CO.NZ



HUNUA VIEWS - BLOCK B STAGES 7-11

WAKA KOTAHI NZTA DESIGNATION BOUNDARY



STATUS	ISSUED FOR INFORMATION	REV
SCALE	1:2000 @ A3	1
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P21-457-07-8001-SK	

**SUBMISSION ON NOTICE OF REQUIREMENT: PAKAPURA TO BOMBAY (P2B) PROJECT
STAGE 2**

To: New Zealand Transport Agency Waka Kotahi

Name of submitters: New Zealand Storage Holdings Limited and New Zealand Agrihub Limited

Introduction

- 1 This is a submission on two of five notices of requirement from the New Zealand Transport Agency Waka Kotahi (NZTA) related to Stage 2 of the Pakapura to Bombay Project to provide upgrades to Stage Highway 1 between Drury South and Bombay (*Project*).
- 2 Notice of requirement 2 proposes to alter State Highway 1 Designation 6700 'Motorway' to authorise improvements to an area between a point south of Quarry Road overbridge and the State Highway 1 Great South Road overbridge at Bombay, including upgrades to the Ramarama Interchange, including a new overbridge and a new roundabout on western side of State Highway 1, and the associated infrastructure (including swales, culverts and wetlands (*NoR 2*). Notice of requirement 4 is a new designation sought by NZTA for a new shared user path to be constructed in the area 200m north of Quarry Road to the existing Bombay/Mill Road interchange (*NoR 4*) (together, *the Notices of Requirement*).
- 3 This submission is filed on behalf of New Zealand Storage Holdings Limited (NZSHL) and New Zealand Agrihub Limited (NZ AHL) (together, *the Submitters*) who are directly affected by the proposed land take associated with the extent of the proposed boundary of the Notices of Requirement, as identified in **Appendix A**.
- 4 NZSHL and NZ AHL are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

Background

- 5 The Submitters own a combined 30 properties totalling 124.5 hectares that are impacted by the Notices of Requirement, including two properties held by NZSHL and 28 properties owned by NZ AHL. Of the 30 affected properties, 14 are directly impacted by the extent of the Notices of Requirement. The affected sites are generally located:
 - (a) north of the proposed Drury South Interchange at Great South Road;¹
 - (b) at the intersection of Ararimu Road and State Highway 1 on the northern side of Ararimu Road;²

¹ Title references 186024 and NA48C/552.

² Title references NA94B/451, NA94B/450, NAB55B/909, and NA94B/449.

- (c) north of Ararimu Road, backing onto State Highway 1;³ and
- (d) south of Ararimu Road fronting Maher Road and sites along the southern boundary of Ararimu Road.⁴

(Together, the *Affected Properties*).

- 6 The Affected Properties at the intersection of Ararimu Road are zoned Rural – Mixed Rural. While the surrounding land is predominantly for agricultural use, the Affected Properties on the northern side of Ararimu Road at the intersection of Ararimu Road and State Highway 1 are planned to be used as an “Agri-hub” serving as a gateway between urban Auckland and rural New Zealand.⁵ The earthworks consents for the activity have already been given effect to. The Affected Properties north of the proposed Drury South Interchange are zoned Future Urban.

Submission

- 7 The Submitter’s acknowledge the importance of the Project to alleviate congestion on State Highway 1, particularly between Papakura and Bombay at peak times. However, the Submitters generally oppose the Notices of Requirement in their current form as they do not adequately address the effects on the Affected Properties and they unnecessarily constrain ability to access, develop and operate business activities on the land. In general, the Submitters oppose the Notices of Requirement because they would not:
- (a) promote the sustainable management of physical resources, including enabling people and communities to provide for their health and safety, and their social, economic and cultural well-being;
 - (b) promote the efficient use and development of physical resources;
 - (c) ensure consistency with good resource management practice; and
 - (d) adequately manage adverse effects on the environment.
- 8 Without limiting the generality of the above, the specific reasons for the Submitter’s opposition include (but are not limited to):

³ Title references NA94B/447 and NA94B/446.

⁴ The site identified as NA6A/1375 is directly affected and NA6A/1220, NA26A/1219, NA26A/1218 are immediately adjacent the Notices of Requirement boundary.

⁵ Consistent with LUC60329185, BUN60345506 and LUC6029185.

Options assessment for the Ramarama interchange

- (a) While a large portion of the works are inside the existing designation boundaries, for works outside the designation boundary NZTA is required to provide a comprehensive options assessment. The Ramarama Interchange (Ararimu Road Overbridge, and intersection to the west of State Highway 1) and shared user path as currently notified requires 0.747 hectares of the Affected Properties, including:
- (i) 100% of NA55B/909 to accommodate the location of the proposed roundabout;
 - (ii) 30% of NA94B/451 for the shared user path, batter slop and road; and
 - (iii) both NA94B/449 and NA94B/450 lose a portion of frontage for the shared user path and batter slope.
- (b) Of the three design options set out in the Options Assessment, the Submitters support a review of the alternative design proposals to Option 3 (the design selected). In preferring Option 3, it is not clear why certain existing activities (such as the residential dwelling and Community Hall) have been considered relevant while others have been disregarded. (The nature of the agricultural activities undertaken at the Affected Properties consistent with the Mixed Rural zoning means they are not easily replicated or compensated under the Public Works Act 1981 process.)
- (c) While the Submitters acknowledge that off-line construction does significantly reduce traffic management required during the proposed works, insufficient information has been provided on the transport modelling in support of Option 3. Acknowledging the defects of the current Ararimu Road Overbridge, the Submitters consider that the Options Assessment should not be predicated on the need to avoid the existing alignment so as to maintain an operational bridge during construction. The Submitters consider that a new Ararimu Road Overbridge can replace the existing bridge in the same location, accommodating the road improvements and a new shared user path within the current designation boundary and reducing the need for the extent of land take proposed in Option 3.
- (d) The Options Assessment favours Options 1 and 3 over Option 2 on the basis that the designs incorporate a grade-separated shared user path which NZTA considers provides safer outcomes for vehicles, pedestrians and cyclists via a roundabout arrangement. The Submitters consider that any safety concerns raised can be adequately addressed via a signalised crossing arrangement. A signalised intersection for a shared user path is consistent with other shared user path arrangements, including that proposed for the Bombay/Mill Road interchange upgrade as part of the Notices of Requirement, and at the existing St Lukes Road westbound offramp and Lincoln Road westbound offramp where traffic movements are considerably higher than at the Ramarama interchange.

Project uncertainty

- (e) A 20-year lapse period is sought for NoR 4. The Submitters acknowledge that notices of requirement can be used as a planning tool for route protection;⁶ however, this purpose must be balanced against the prejudicial effects to directly affected property owners who are required to endure blighting effects on their properties for an indeterminate period.⁷ In this case, NZTA has confirmed that:⁸

Improvements southwards between Drury and the proposed new interchange at Drury South Interchange would be necessitated around 2036, to align with the proposed construction of the Mill Road Extension and Pukekohe Expressway, which both reinforce the roading hierarchy by directing traffic from the local roading network onto SH1; and

Complete improvements between Drury South and Bombay by 2046 to respond to development growth in the Southern Growth Area (South Auckland and North Waikato).

- (f) The Project has adopted a long term 'route protection' approach because the forecast growth the Project is intended to accommodate is not expected to occur for several years. The Future Development Strategy 2023-2053 (FDS) assesses the Project as expected at 2033⁹ to accommodate the 'live zoning' of Drury (expected from 2035+) and Pukekohe (2035+ and 2040+). While the Assessment of Environmental Effects states that there is "uncertainty around the requirement for the Project,"¹⁰ this is unfounded in the context of the need for implementation of infrastructure to be reasonably concurrent with the growth projections set out in the FDS. On that basis, a lapse period of 10 years is considered sufficient.
- (g) The Submitters acknowledge the importance of the successful delivery of roading and active mode transport connections between Papakura and Bombay. However, the Submitters wish to ensure that necessary upgrades to infrastructure in the vicinity of the Affected Properties are progressed in a way that enables affected landowners to plan the development of their land with confidence.

⁶ *Quay Property Management Limited v Transit New Zealand* Environment Court Decision W28/2000, at [123].

⁷ *Beda Family Trust v Transit New Zealand* A139/2004, at [112].

⁸ Assessment of Environmental Effects, section 7.1.

⁹ Future Development Strategy 2023-2053, Appendix 3: Infrastructure to support development capacity, page 13 (Road network projects).

¹⁰ Assessment of Environmental Effects, section 7.1.

Flooding

- (h) The Submitters' expert team has also considered potential flooding effects on the Affected Properties. Option 3 appears to displace a considerable extent of the existing flood plain onto adjacent properties; however the NOR material contains insufficient detail to enable a comprehensive assessment of effects or consideration of alternatives. Further details (with latest climate change modelling requirements) are requested.

Vehicular access

- (i) The Affected Properties located on Ararimu Road will be constrained as a consequence of 'fronting' the designated route. While no formed access is currently available to these Affected Properties, the Notices of Requirement will impose a further constraint on the use of the land in addition to the 'Vehicle Access Restriction' control (motorway interchange) currently affecting NA94B/451 and NA55B/909. While the properties further west are not subject to the control, the land will be affected by the extent of the designation, introducing a future constraint on the opportunity to access the land from Ararimu Road, as shown on figure 1 below.

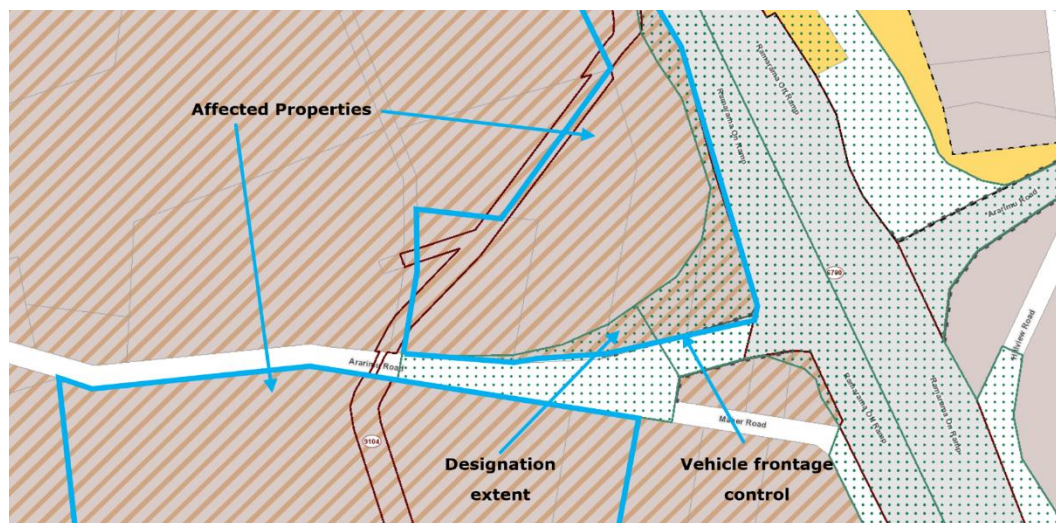


Figure 1: Excerpt from the Auckland Unitary Plan, showing the Affected Properties (outlined in blue) and the extent to which they are affected by the proposed designation boundary (green dots) and the Vehicle Control Frontage (dotted line fronting Ararimu Road).

- (j) In respect of the Affected Properties south of Ararimu Road, the extent of the Notices of Requirement will affect the future ability to access 24 Ararimu Road from the eastern end of its frontage and while the designation remains in place (unless reduced following construction) the lots fronting Maher Road will front the designation rather than a local road. Where the lots front the designation, or have their frontage taken (44 Maher Road), the constraint on access points along Maher Road will impact the development capability of the properties, and/or necessitate a Requiring Authority approval process to obtain access, as shown on figure 2 below.

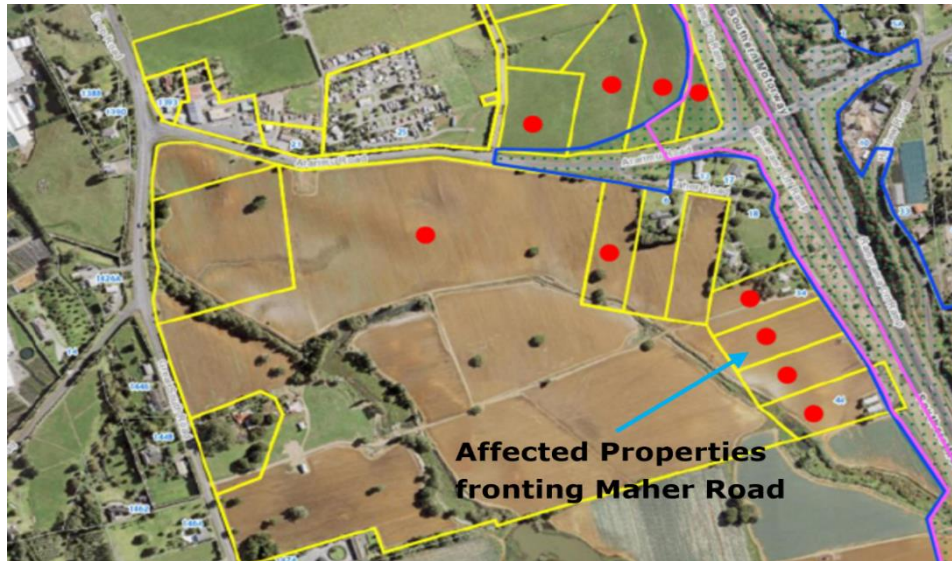


Figure 2: Excerpt from the Auckland Unitary Plan showing the Affected Properties (outlined in yellow) that 'front' onto Maher Road, which will become the shared user path

- (k) In that context, the Submitters are interested in ensuring that appropriate access continues to be maintained to its various landholdings and considers that further assessment and information on this matter is required, including why the whole of Maher Road is designated, and what its function is. While Condition OPW.2 requires that consultation be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the Project, the Submitters request a site-specific condition to address the Affected Properties in the Notices of Requirement to ensure that appropriate access is maintained across the all the landholdings.

Extent of designation boundary

- (l) The rationale for the combined overall width of the Notices of Requirement is not well explained. As it relates to the Affected Properties, the extent of land required is significant, with a swale adjacent to the motorway; a grade separated shared user path; batter slopes; and additional land proposed to be designated for no stated purpose beyond the batter slope. The extent is inconsistent with the typical cross-section which accommodates the shared user path and associated infrastructure, which requires approximately 14.6 metres, as seen in figure 3 below.

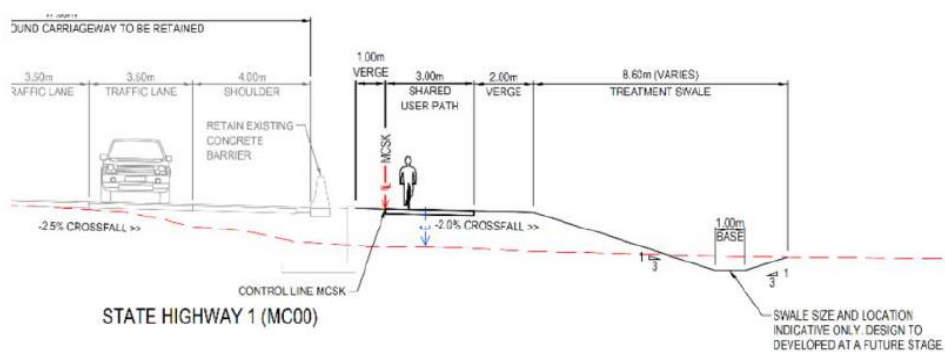


Figure 3: Typical cross section of State Highway 1 with a shared user path on the western side (Stage 2 Design Construction Report, section 3.1.2).

- (m) The Submitters oppose the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically:
 - (i) The approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken.
 - (ii) Permanent batter slopes are proposed rather than retaining walls which would significantly reduce the amount of land required. Insufficient consideration has been given to detailed design at the margins of the proposed designation boundary.
 - (iii) The Submitters seek further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.
- (n) While it is anticipated that some sections will be wider than the average 14m width to manage the level differences at suitable gradients, the extent required of the Affected Properties is significantly beyond the typical 14m cross-section width, i.e. ranging between 35m and 43m for the Affected Properties north of the Drury South Interchange (see figure 4) and 23m to 55m for the Affected Properties north of the Ararimu Road Overbridge (see figure 5). The extent of land required for the shared user path and State Highway 1 infrastructure (including culverts and swales) results in the Affected Properties being of a size and shape that they adversely implicate their use for future development permitted under the Auckland Unitary Plan in the Future Urban and Mixed Rural zones, especially when considering the building setback requirements, being minimum 10m front yard and 12m side/rear yard for buildings which will apply from the new designation boundary, as seen in figures 4 and 5 below.



Figure 4: Excerpt from the Auckland Unitary Plan showing the Affected Properties north of the new Drury South interchange and the extent of land required by the Notices of Requirement.

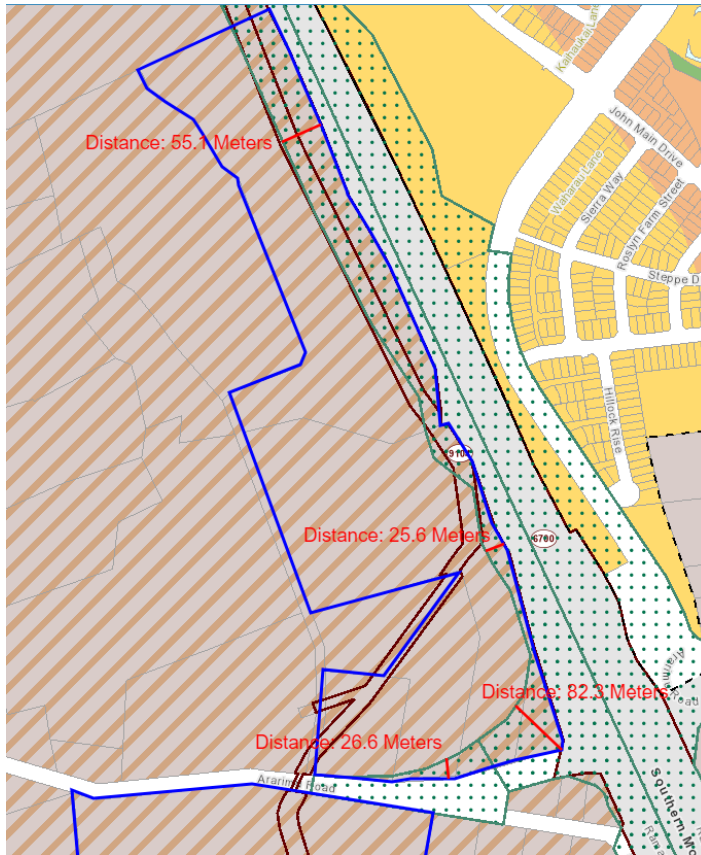


Figure 5: Excerpt from the Auckland Unitary Plan showing the Affected Properties (outlined in blue) adjacent the Ramarama Interchange and the extent of land required by the Notices of Requirement.

- 9 To address the issues raised above, the Submitters propose an alternative design that continues to deliver on the objectives and the outcomes of the Project. Compared to the current Option 3 layout:
 - (a) lane layout, configuration, and lengths are mostly retained, with the roundabout being moved slightly to the south;
 - (b) a perpendicular new Ararimu Road Overbridge is proposed, parallel to the existing Ararimu Road bridge (which is a more typical alignment);
 - (c) the northbound runway motorway on-ramp has been amended to more closely reflect the design of the existing southbound motorway on-ramp (closer to the motorway and therefore requiring less land); and
 - (d) the shared user path is located closer to the motorway boundary.
- 10 The alternative design:
 - (a) will provide similar traffic performance to Options 1 and 3 due to the similar layout; i.e. comprising a roundabout on both the eastern and western sides of the motorway;
 - (b) provides an opportunity to provide a grade-separated shared user path; and
 - (c) reduces the extent of land acquisition in respect of the Affected Properties while retaining the residential dwelling and community hall located south of the Ararimu Road Overbridge.
- 11 A copy of the alternative design is attached as **Appendix B**. The Submitters would be grateful for the opportunity to discuss the alternative design with the Requiring Authority.

Relief sought

- 12 The Submitters consider it premature to apply a designation to the Affected Properties, particularly with the lapse date requested and at the width sought, when the timeframe for detailed design, funding, landowner engagement and Public Works Act 1981 acquisition processes, and ultimate commencement of the Project, is uncertain. Accordingly, the Submitters seek the following recommendation from the Panel:
 - (a) reject the Notices of Requirement; or
 - (b) alternatively amend the Notices of Requirement to give effect to the concerns raised in this submission.

- 13 The Submitters wish to be heard in support of this submission.

DATED this 11th day of July 2024

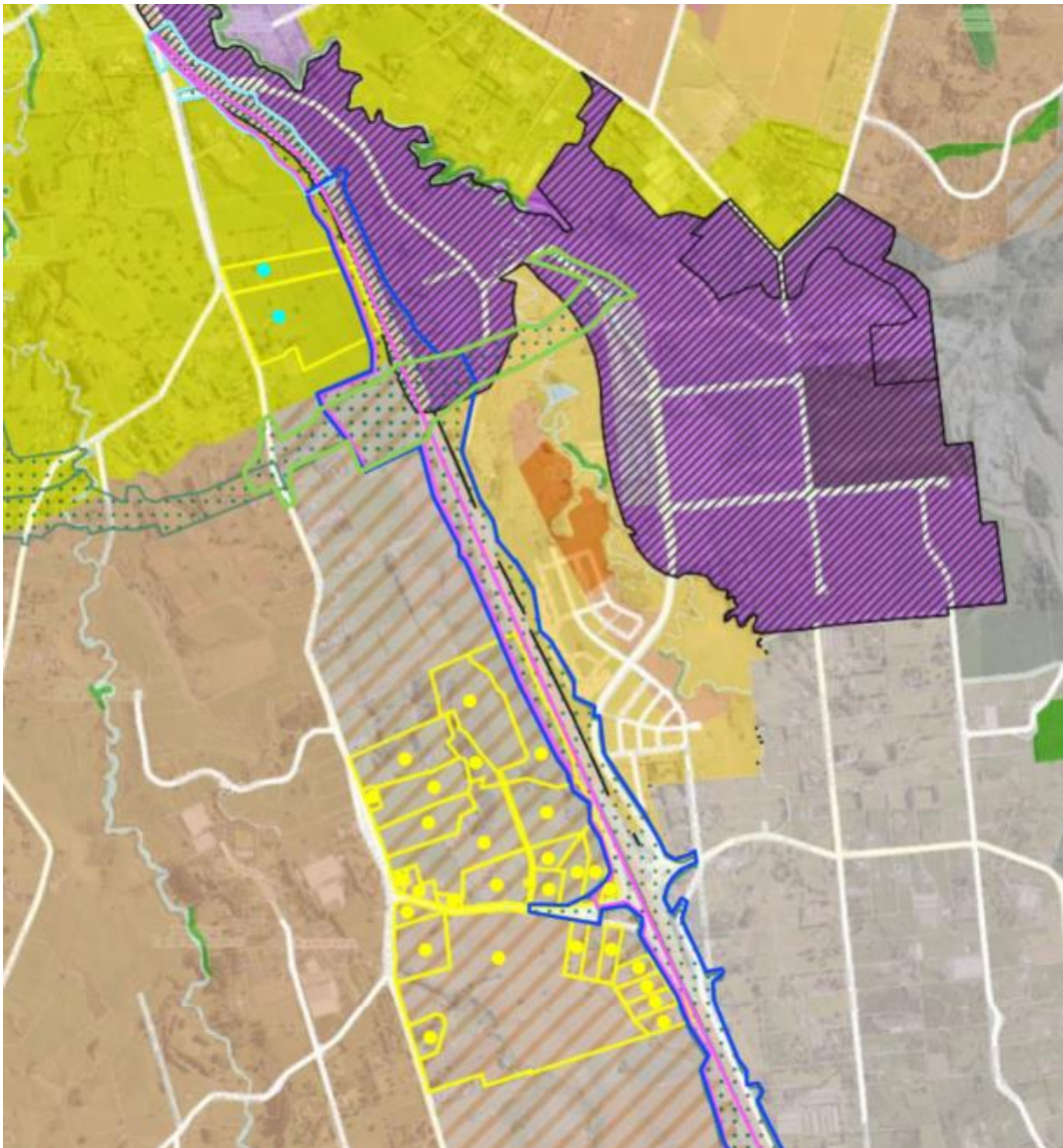


Francelle Lupis, counsel for New Zealand Storage Holdings Limited
and New Zealand Agrihub Limited.

Address for Service:

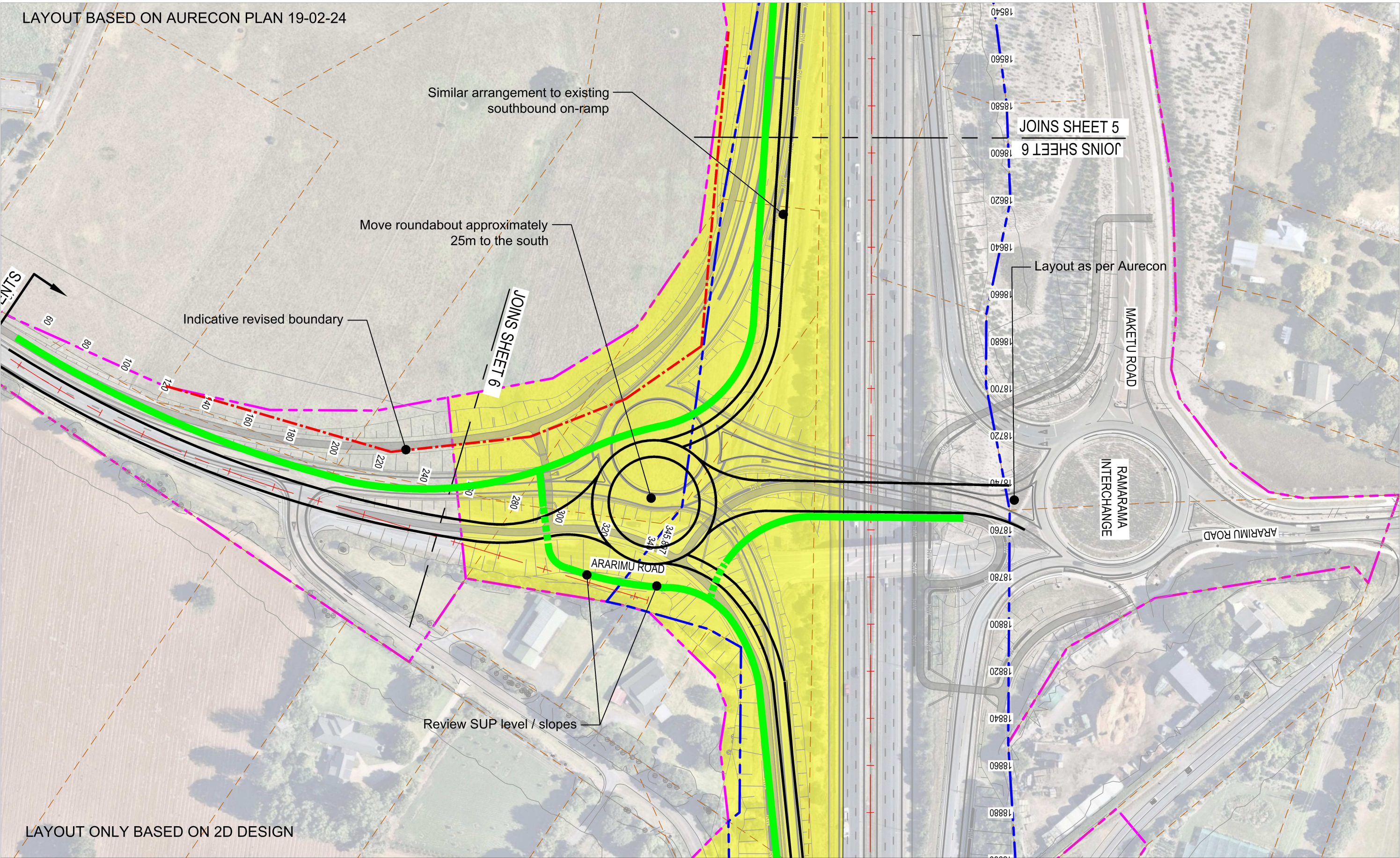
Francelle Lupis
Greenwood Roche
Level 6, Hayman Kronfeld Building
15 Galway Street
Auckland 1010
Francelle@greenwoodroche.com
Ph 306 0495

Appendix A



Excerpt from the Auckland Unitary Plan showing all of the Affected Properties (outlined in yellow) and the extent to which they are affected by the Notices of Requirement. NoR 2 is shown in pink and NoR 4 is shown in blue.

Appendix B



Revision notes:		
Rev:	Date:	Notes:

Drawn by:	LH J001583
Client:	NZ Storage Holdings Ltd & Agrihub Ltd

Project:	P2B NoR submission
Drawing Title:	Alternative Interchange Arrangement

Date:	9 July 2024
Scale @ A3:	1:1500
Revision:	A



Figure:	1
---------	---

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: P Gavri M Gavri

Organisation name:

Full name of your agent:

Email address: pgavri@gmail.com

Contact phone number: 021507636

Postal address:
113 Hillview Road
Drury
Auckland 2579

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Alteration Designation
6700 State Highway 1 – Drury to Bombay (NoR 2)

The specific provisions that my submission relates to are:
Appendix B - Designation Layout Plans 1 & 2 Property address: 113 Hillview Road, RD3, Drury 2579

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:

We oppose the Notice of Requirement as we do not have adequate information about the status of Hillview Road, and what this designation would mean for our way of access into our property from Hillview Road. The proposed state highway boundary is shown to have Hillview Road included in it. This road is used by our family, and business as the main access road into the property. We would like to take this opportunity to request further information on how this impacts the road and our access. Our daily business operations catering to the various demands of a horticultural property will be impacted, for instance movement of large trucks. If Hillview Road will be used during Construction phase, we would like to understand traffic management plans, dust and noise management plans. Ours is a property with multiple glasshouses, some of which are over 20 years old and will be impacted by vibrations and ground movements associated with heavy construction works.

I or we seek the following recommendation or decision from Auckland Council:
Conditions of access to property

Submission date: 13 July 2024

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

**SUBMISSION ON NOTICE OF REQUIREMENT: PAPAKURA TO BOMBAY (P2B) PROJECT
STAGE 2**

To: New Zealand Transport Agency Waka Kotahi

Name of submitter: Sain Family Trust

Introduction

- 1 This is a submission on two of five notices of requirement from the New Zealand Transport Agency Waka Kotahi (NZTA) related to Stage 2 of the Papakura to Bombay Project to provide upgrades to Stage Highway 1 between Drury South and Bombay (*Project*).
- 2 Notice of requirement 2 proposes to alter State Highway 1 Designation 6700 'Motorway' to authorise improvements to an area between a point south of Quarry Road overbridge and the State Highway 1 Great South Road overbridge at Bombay, including additional carriageway lanes for State Highway 1 and the associated infrastructure (including swales, culverts and wetlands) (*NoR 2*). Notice of requirement 4 is a new designation sought by NZTA for a new shared user path to be constructed in the area 200m north of Quarry Road to the existing Bombay/Mill Road interchange (*NoR 4*) (together, *the Notices of Requirement*).
- 3 This submission is filed on behalf of Sain Family Trust (*the Submitter*), being the owner of the property at 1329 Great South Road (*the Affected Property*), which is directly affected by the proposed land take associated with the extent of the proposed boundary of the Notices of Requirement, as identified in **Appendix A**.
- 4 Sain Family Trust is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Submission

- 5 The Submitter acknowledges the importance of the Project to alleviate congestion on State Highway 1, particularly between Papakura and Bombay at peak times. However, the Submitter generally opposes the Notices of Requirement in their current form as they do not adequately address the effects on the Affected Property and they unnecessarily constrain the ability to undertake activities on the land as enabled under the Auckland Unitary Plan. In general, the Submitter oppose the Notices of Requirement because they would not:
 - (a) promote the sustainable management of physical resources, including enabling people and communities to provide for their health and safety, and their social, economic and cultural well-being;
 - (b) promote the efficient use and development of physical resources;
 - (c) ensure consistency with good resource management practice; and

(d) adequately manage adverse effects on the environment.

- 6 Without limiting the generality of the above, the specific reasons for the Submitter's opposition include (but are not limited to):

Extent of designation boundary

- (a) The rationale for the combined overall width of the Notices of Requirement is not well explained. As it relates to the Affected Property, the extent of land required is significant, with a swale adjacent to the motorway; a grade separated shared user path; batter slopes; and additional land proposed to be designated for no stated purpose beyond the batter slope. The extent is inconsistent with the typical cross-section which accommodates the shared user path and associated infrastructure, which requires approximately 14.6 metres, as seen in figure 1 below.

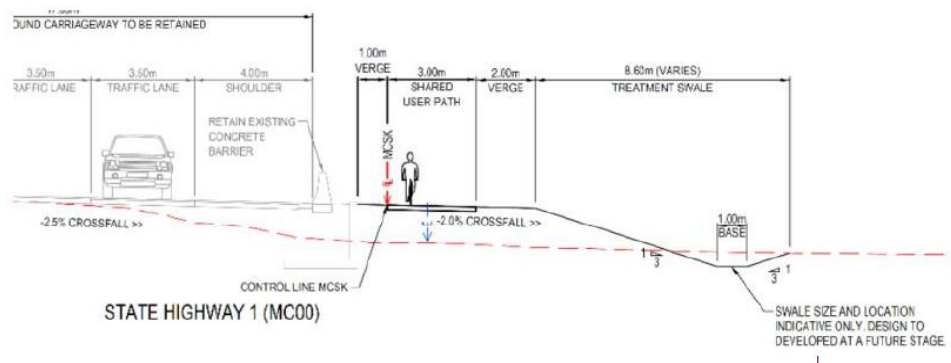


Figure 1: Typical cross section of State Highway 1 with a shared user path on the western side (Stage 2 Design Construction Report, section 3.1.2).

- (b) The Submitter opposes the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically:
- (i) The approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken.
 - (ii) Permanent batter slopes are proposed rather than retaining walls which would significantly reduce the amount of land required. Insufficient consideration has been given to detailed design at the margins of the proposed designation boundary.
 - (iii) The Submitter seeks further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.

- 7 While it is anticipated that some sections will be wider than the average 14m width to manage the level differences at suitable gradients, the extent of land required of the Affected Property is significantly beyond the typical 14m cross-section width, i.e. ranging between 46m and 52m (see figure 2). The outcome does not require the full extent of land identified on the Property.
- 8 The extent of land required for the shared user path and State Highway 1 infrastructure (such as the swales) results in the Affected Property being of a size and shape that adversely implicates its ability for uses that are permitted by the Auckland Unitary Plan in the Mixed Rural Zone, as seen in figure 2 below.

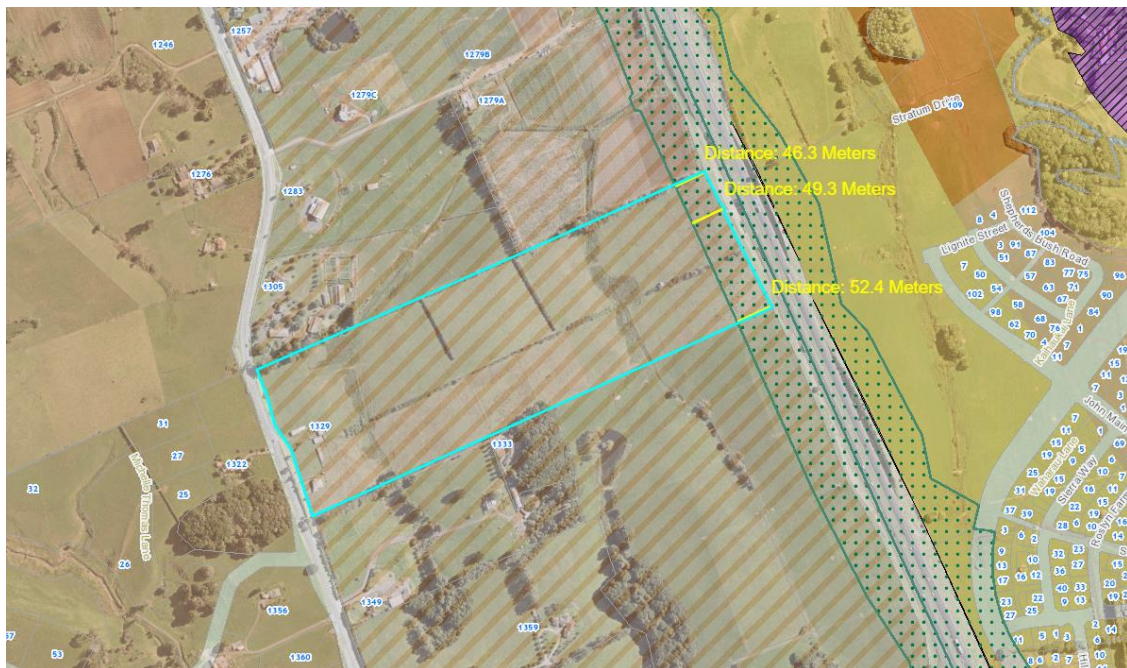


Figure 2: Excerpt from the Auckland Unitary Plan showing the Affected Property and the extent of land required by the Notices of Requirement.

Project uncertainty

- (a) A 20-year lapse period is sought for NoR 4. The Submitter acknowledge that notices of requirement can be used as a planning tool for route protection;¹ however, this purpose must be balanced against the prejudicial effects to directly affected property owners who are required to endure blighting effects on their properties for an indeterminate period.² In this case, NZTA has confirmed that:³

Improvements southwards between Drury and the proposed new interchange at Drury South Interchange would be necessitated around

¹ *Quay Property Management Limited v Transit New Zealand* Environment Court Decision W28/2000, at [123].

² *Beda Family Trust v Transit New Zealand* A139/2004, at [112].

³ Assessment of Environmental Effects, section 7.1.

2036, to align with the proposed construction of the Mill Road Extension and Pukekohe Expressway, which both reinforce the roading hierarchy by directing traffic from the local roading network onto SH1; and

Complete improvements between Drury South and Bombay by 2046 to respond to development growth in the Southern Growth Area (South Auckland and North Waikato).

- (b) The Project has adopted a long term 'route protection' approach because the forecast growth the Project is intended to accommodate is not expected to occur for several years. The Future Development Strategy 2023-2053 (*FDS*) assesses the Project as expected at 2033⁴ to accommodate the 'live zoning' of Drury (expected from 2035+) and Pukekohe (2035+ and 2040+). While the Assessment of Environmental Effects states that there is "uncertainty around the requirement for the Project,"⁵ this is unfounded in the context of the need for implementation of infrastructure to be reasonably concurrent with the growth projections set out in the FDS. On that basis, a lapse period of 10 years is considered sufficient.
- (c) The Submitter acknowledges the importance of the successful delivery of roading and active mode transport connections between Papakura and Bombay. However, the Submitter wishes to ensure that necessary upgrades to infrastructure in the vicinity of the Affected Property are progressed in a way that enables affected landowners to plan and utilise their land with confidence.

Relief sought

- 9 The Submitter considers it is premature to apply a designation to the Affected Properties, particularly with the lapse date requested and at the width sought, when the timeframe for detailed design, funding, landowner engagement and Public Works Act 1981 acquisition processes, and ultimate commencement of the Project, is uncertain. Accordingly, the Submitter seeks the following recommendation from the Panel:

- (a) reject the Notices of Requirement; or
- (b) alternatively amend the Notices of Requirement to give effect to the concerns raised in this submission.

⁴ Future Development Strategy 2023-2053, Appendix 3: Infrastructure to support development capacity, page 13 (Road network projects).

⁵ Assessment of Environmental Effects, section 7.1.

- 10 The Submitter wishes to be heard in support of this submission.

DATED this 15th day of July 2024

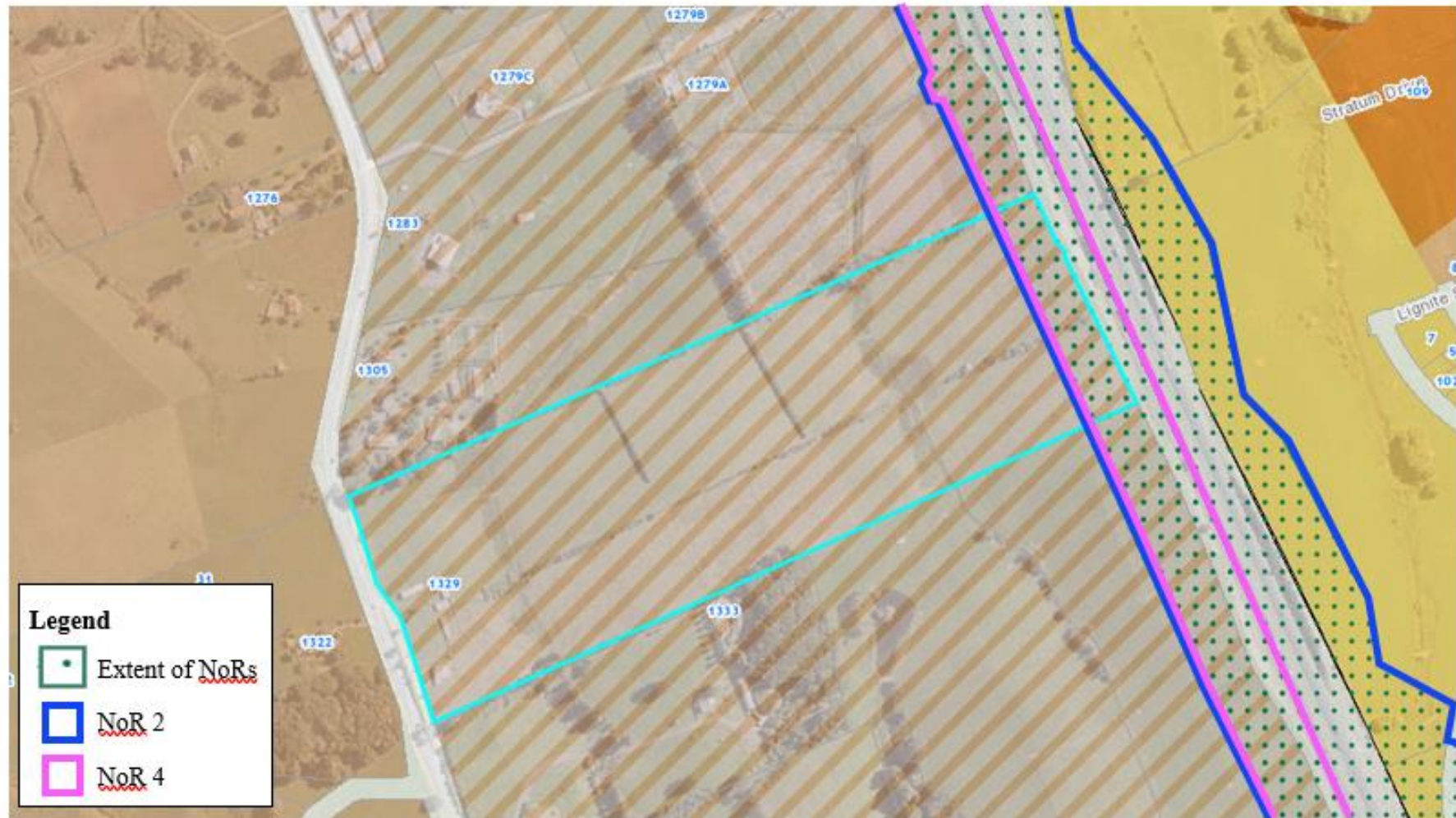


Francelle Lupis, counsel for Sain Family Trust.

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15 Galway Street
Auckland 1010
Francelle@greenwoodroche.com
Ph 306 0495

Appendix A



Excerpt from the Auckland Unitary Plan Showing the Affected Property and the extent to which it is affected by the Notices of Requirement. NoR 2 is shown in blue and NoR 4 is shown in pink.

**SUBMISSION ON NOTICE OF REQUIREMENT: PAPAKURA TO BOMBAY (P2B) PROJECT
STAGE 2**

To: New Zealand Transport Agency Waka Kotahi

Name of submitter: Puiz Trust

Introduction

- 1 This is a submission on three of five notices of requirement from the New Zealand Transport Agency Waka Kotahi (NZTA) related to Stage 2 of the Papakura to Bombay Project to provide upgrades to Stage Highway 1 between Drury South and Bombay (*Project*).
- 2 Notices of requirement 1 and 2 propose alterations to the extent of State Highway 1 Designations 6706 and 6700 'Motorway' respectively. Notice of requirement 1 seeks to authorise improvements to an area between a point north of Quarry Road overbridge and a point north of the proposed Drury South Interchange (*NoR 1*), while Notice of requirement 2 seeks to authorise improvements to an area between a point south of Quarry Road overbridge and the State Highway 1 Great South Road overbridge at Bombay (*NoR 2*). These improvements include additional carriageway lanes for State Highway 1 and associated infrastructure (including swales, culverts and wetlands). Notice of requirement 4 is a new designation sought by NZTA for a new shared user path to be constructed in the area 200m north of Quarry Road to the existing Bombay/Mill Road interchange (*NoR 4*) (together, *the Notices of Requirement*).
- 3 This submission is filed on behalf of Puiz Trust (*the Submitter*), being the owner of the property at 1159 Great South Road (*the Affected Property*), which is directly affected by the proposed land take associated with the extent of the proposed boundary of the Notices of Requirement, as identified in **Appendix A**.
- 4 Puiz Trust is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Submission

- 5 The Submitter acknowledges the importance of the Project to alleviate congestion on State Highway 1, particularly between Papakura and Bombay at peak times. However, the Submitter generally opposes the Notices of Requirement in their current form as they do not adequately address the effects on the Affected Property and they unnecessarily constrain the ability to undertake activities on the land as enabled under the Auckland Unitary Plan. In general, the Submitter opposes the Notices of Requirement because they would not:

- (a) promote the sustainable management of physical resources, including enabling people and communities to provide for their health and safety, and their social, economic and cultural well-being;
 - (b) promote the efficient use and development of physical resources;
 - (c) ensure consistency with good resource management practice; and
 - (d) adequately manage adverse effects on the environment.
- 6 Without limiting the generality of the above, the specific reasons for the Submitter's opposition include (but are not limited to):

Extent of designation boundary

- (a) The rationale for the combined overall width of the Notices of Requirement is not well explained. As it relates to the Affected Property, the extent of land required is significant, with a swale adjacent to the motorway; a culvert (with headwall and scour protection); a grade separated shared user path; batter slopes; and additional land proposed to be designated for no stated purpose beyond the batter slope. The extent is inconsistent with the typical cross-section which accommodates the shared user path and associated infrastructure, which requires approximately 14.6 metres, as seen in figure 1 below.

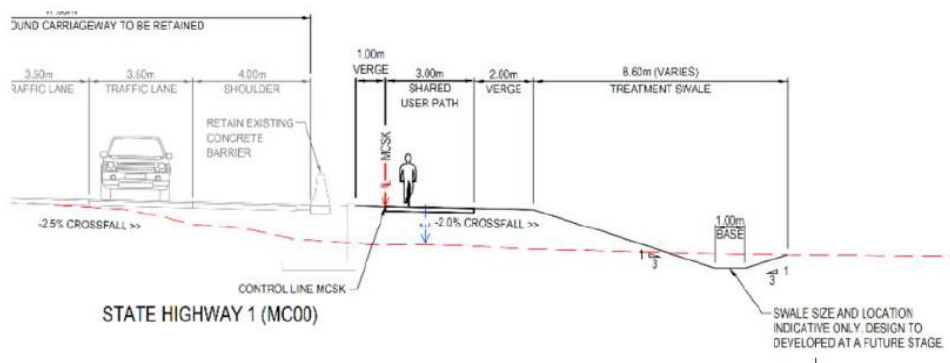


Figure 1: Typical cross section of State Highway 1 with a shared user path on the western side (Stage 2 Design Construction Report, section 3.1.2).

- (b) The Submitter opposes the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically:
 - (i) The approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken.

- (ii) Permanent batter slopes are proposed rather than retaining walls which would significantly reduce the amount of land required. Insufficient consideration has been given to detailed design at the margins of the proposed designation boundary.
 - (iii) The Submitter seeks further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.
 - (iv) A replacement culvert headwall and associated scour protection are proposed within the Affected Property. However, the NOR material contains insufficient information to enable a comprehensive review in relation to the size and optimal location of these structures, which noticeably exacerbates the extent of land proposed to be taken.
- 7 While it is anticipated that some sections will be wider than the average 14m width to manage the level differences at suitable gradients, the extent of land required of the Affected Property is significantly beyond the typical 14m cross-section width, i.e. ranging between 33m and 46m (see figure 2). The outcome does not require the full extent of land identified on the Affected Property.
- 8 The extent of land required for the shared user path and State Highway 1 infrastructure (including culverts and swales) results in the Affected Property being of a size and shape that adversely implicates its ability for uses that are permitted by the Auckland Unitary Plan in the Future Urban Zone, as seen in figure 2 below.

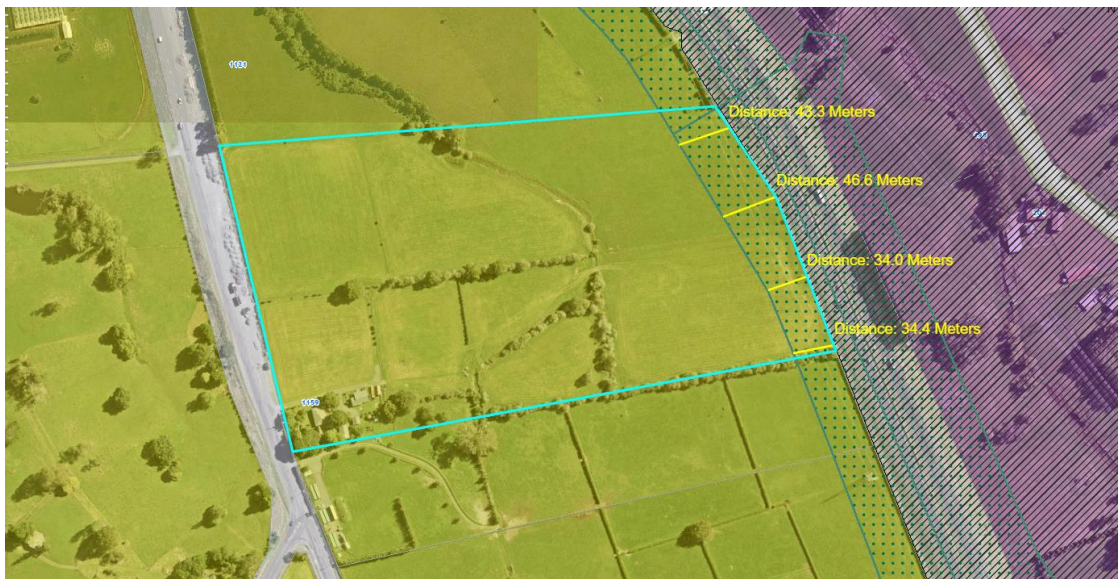


Figure 2: Excerpt from the Auckland Unitary Plan showing the Affected Property and the extent of land required by the Notices of Requirement.

Project uncertainty

- (a) A 20-year lapse period is sought for NoR 4. The Submitter acknowledges that notices of requirement can be used as a planning tool for route protection;¹ however, this purpose must be balanced against the prejudicial effects to directly affected property owners who are required to endure blighting effects on their properties for an indeterminate period.² In this case, NZTA has confirmed that:³

Improvements southwards between Drury and the proposed new interchange at Drury South Interchange would be necessitated around 2036, to align with the proposed construction of the Mill Road Extension and Pukekohe Expressway, which both reinforce the roading hierarchy by directing traffic from the local roading network onto SH1; and

Complete improvements between Drury South and Bombay by 2046 to respond to development growth in the Southern Growth Area (South Auckland and North Waikato).

- (b) The Project has adopted a long term 'route protection' approach because the forecast growth the Project is intended to accommodate is not expected to occur for several years. The Future Development Strategy 2023-2053 (FDS) assesses the Project as expected at 2033⁴ to accommodate the 'live zoning' of Drury (expected from 2035+) and Pukekohe (2035+ and 2040+). While the Assessment of Environmental Effects states that there is "uncertainty around the requirement for the Project,"⁵ this is unfounded in the context of the need for implementation of infrastructure to be reasonably concurrent with the growth projections set out in the FDS. On that basis, a lapse period of 10 years is considered sufficient.
- (c) The Submitter acknowledges the importance of the successful delivery of roading and active mode transport connections between Papakura and Bombay. However, the Submitter wishes to ensure that necessary upgrades to infrastructure in the vicinity of the Affected Property are progressed in a way that enables affected landowners to plan and utilise their land with confidence.

Relief sought

- 9 The Submitter considers it is premature to apply a designation to the Affected Properties, particularly with the lapse date requested and at the width sought, when the timeframe for

¹ *Quay Property Management Limited v Transit New Zealand* Environment Court Decision W28/2000, at [123].

² *Beda Family Trust v Transit New Zealand* A139/2004, at [112].

³ Assessment of Environmental Effects, section 7.1.

⁴ Future Development Strategy 2023-2053, Appendix 3: Infrastructure to support development capacity, page 13 (Road network projects).

⁵ Assessment of Environmental Effects, section 7.1.

detailed design, funding, landowner engagement and Public Works Act 1981 acquisition processes, and ultimate commencement of the Project, is uncertain. Accordingly, the Submitter seeks the following recommendation from the Panel:

- (a) reject the Notices of Requirement; or
- (b) alternatively amend the Notices of Requirement to give effect to the concerns raised in this submission.

10 The Submitter wish to be heard in support of this submission.

DATED this 15th day of July 2024



Francelle Lupis, counsel for Puiz Trust.

Address for Service:

Francelle Lupis
Greenwood Roche
Level 6, Hayman Kronfeld Building
15 Galway Street
Auckland 1010
Francelle@greenwoodroche.com
Ph 306 0495

Appendix A



Excerpt from the Auckland Unitary Plan showing the Affected Property and the extent to which it is affected by the Notices of Requirement. NoR 1 is shown in light blue, NoR 2 is shown in pink and NoR 4 is shown in dark blue.



20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 **Website** www.AT.govt.nz

15 July 2024

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Notice of Requirement – Papakura to Bombay Project Stage 2

Please find attached Auckland Transport's submission on **Papakura to Bombay Stage 2**. This submission relates to all Notices of Requirement (1-5). The Requiring Authority is the New Zealand Transport Agency

If you have any queries in relation to this submission, please contact me at spatialplanning@at.govt.nz or on +6499305001 EXT 2438.

Yours sincerely

Robbie Lee

Robbie Lee
Planner, Spatial Planning Policy Advice

cc:
Evan Keating
by evan.keating@nzta.govt.nz



Submission by Auckland Transport on Notice of Requirement: Papakura to Bombay Project Stage 2 (1 – 5)

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Notice of Requirement by New Zealand Transport Agency for a new designation – Papakura to Bombay Project Stage 2 (1 – 5)

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 New Zealand Transport Agency (**the Requiring Authority**) have given Notice of Requirement (NOR) for five new designations as part of Papakura to Bombay Project Stage 2. The NORs aim to improve the safety and resilience of the SH1 network between Papakura and Bombay.
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ In fulfilling this role, Auckland Transport is responsible for the following:
 - a. The planning and funding of most public transport, including bus, train and ferry services
 - b. Promoting alternative modes of transport (i.e., alternatives to the private motor vehicle)
 - c. Operating the roading network
 - d. Developing and enhancing the local road, public transport, walking and cycling networks.
- 1.3 Auckland Transport acknowledges that State Highway upgrades are required to address the regional and inter-regional demands associated with Auckland's growth and, in this case, supports in principle the proposed project. Auckland Transport has provided advice and recommendations to ensure that relevant adverse transport effects from this proposal have been adequately avoided, remedied, or mitigated.
- 1.4 The NOR and applications for resource consents have been publicly notified together to provide for the construction, operation, and maintenance of the state highway. This submission relates only to the NOR.

2. Specific parts of the Notice of Requirement that this submission relates to:

- 2.1 The specific parts of the NOR that this submission relates to are set out in Attachment 1. In keeping with Auckland Transport's purpose, the matters raised relate to transport or transport assets.

- 2.2 Auckland Transport **support** the Notice of Requirement subject to the matters raised in **Attachment 1** being appropriately addressed by the Requiring Authority.
- 2.3 Should any transport related matters evolve throughout the Notice of Requirement process, including amendments to transport related conditions, Auckland Transport requests to be notified of such amendments. Auckland Transport will assess the amendments to ensure that any potential adverse transport effects have been appropriately considered.
- 2.4 Auckland Transport is available and willing to work through the matters raised in this submission with New Zealand Transport Agency and appreciates the recent positive engagement prior to this submission being lodged.
- 3. Recommendation sought:**
- 3.1 The recommendations which Auckland Transport seeks from the Council are set out in **Attachment 1**.
- 3.2 In all cases where amendments to the Notice of Requirement are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the recommendations sought.
- 4. Appearance at the hearing:**
- 4.1 Auckland Transport wishes to be heard in support of this submission
- 4.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Rory Power
Spatial Planning Manager

Date: 15 July 2024

Contact person: Robbie Lee
Planner - Spatial Planning Policy Advice

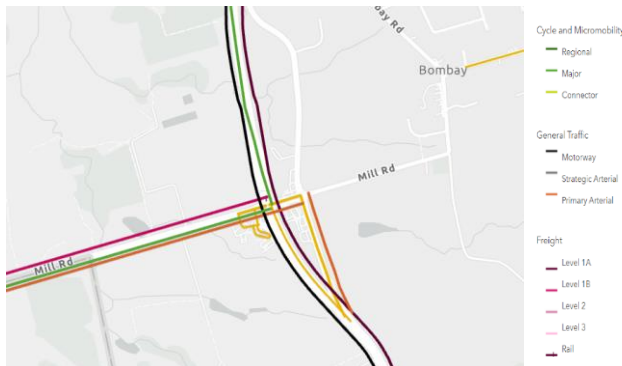
Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 021 204 9623

Email: Robbie.lee@at.govt.nz

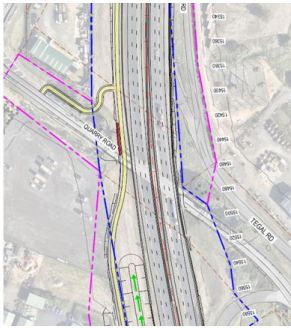
Attachment 1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Matters applicable across all five Notices of Requirement			
Overall	Support	<p>Auckland Transport supports the Papakura to Bombay (Stage 2) Project and the transport benefits it will provide, including the objectives to:</p> <ul style="list-style-type: none"> - Increase transport choice and accessibility to support growth in the south of Auckland - Support the inter and intra-regional movement of people and freight <p>The key considerations for Auckland Transport regarding the Papakura to Bombay (Stage 2) Project are set out below in this submission.</p>	Confirm the NOR and proposed conditions subject to the amendments below. Alternative conditions or any other appropriate relief to address the matters raised in this submission is supported.
Local road network (operational integration)	Support in part	Auckland Transport seeks to ensure that the designation will in the future enable suitable and safe transitions between State Highway connections with local roads. This may include supporting local road upgrades where required to provide safe and integrated network connections.	<p>Amend conditions to include the following or similar in the relevant NoRs:</p> <p>PC.XX</p> <p><i>The NZTA shall prepare in collaboration with Auckland Transport a Network Integration Plan (NIP) for the Stage 2 Project Area, or relevant Project phases, to demonstrate how the Project integrates with the existing local road network and with future improvements planned by Auckland Transport. The NIP shall include details of proposed physical works at the interface between the State Highway and the local road network and shall address planning and design matters such as pedestrian/cycle way connections, lane configuration, traffic signal co-ordination, signage and provision for buses. This includes:</i></p> <ul style="list-style-type: none"> <i>x. Active mode connections at Quarry Road</i> <i>x. Transport connections at the proposed new Drury South interchange with the local road network and Drury South Precinct</i> <i>x. Transport connections at the upgraded Ramarama Interchange</i>

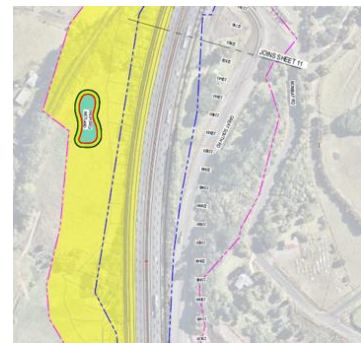
Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<i>x – Transport connections at the Bombay Interchange and Mill Road Bridge</i>
Local road network (construction impacts)	Support	Auckland Transport will need to understand how the local roads within the proposed designation boundary will be affected in terms of potential construction effects and impacts on access to existing properties.	Support pre-construction condition requiring NZTA to consult with Auckland Transport on the temporary effects of the works on the local road network. Support Construction Traffic Management Plan condition regarding maintenance of access to private properties and/or private roads.
Designation Review: Proposed condition GC.3	Support in part	<p>It is important to understand where Auckland Transport will be required to manage and maintain roading assets. It is appropriate and good practice to review and reduce the extent of the designation following completion of construction.</p> <p>However, there is a need for the NOR to consider where there are potential conflicts that will need to be addressed between the freight network and proposed active mode facilities. Mill Road (Bombay) and Pukekohe East Road provide an important freight route and strategic connection in and out of Pukekohe (shown below).</p>  <p>The map displays the intersection of Mill Rd and Bombay Rd. It shows various road types and freight levels. The legend indicates: Cycle and Micromobility (Regional, Major, Connector), General Traffic (Motorway, Strategic Arterial, Primary Arterial), and Freight (Level 1A, Level 1B, Level 2, Level 3, Rail). The map highlights the area around the intersection, showing the proposed designation boundary and the freight routes that will be affected.</p>	<p>Amend proposed condition GC3 to include the following:</p> <p>A. <i>As soon as practicable following Completion of Construction the Requiring Authority shall:</i></p> <ol style="list-style-type: none"> I. <i>review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and</i> II. <i>give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</i> <p>ADVICE NOTE:</p> <p><u>Part of the Papakura to Bombay (Stage 2) NORs will be subject to the review and removal of the designation. Where the section of the designation to be removed will correspond to the area to be vested with Auckland Council as local road with the ultimate form of the local road connections (including future connections) to be determined, NZTA will address integration of the designation and vested local road through pre-outline plan</u></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>As the timing of upgrades for P2B Stage 2 and Supporting Growth Pukekohe: Mill Road and Pukekohe East Road Upgrade (NOR 8) are not certain it is important that consideration is given to how these proposals will integrate to ensure that all strategic modes are adequately accommodated.</p> <p>NZTA should work with Auckland Transport to identify where there are potential points of conflict or need for integration between local roads and the NOR, including how future works will need to provide for any strategic connections.</p>	<u><i>lodgement consultation with Auckland Transport and the application of any relevant approvals.</i></u>
Notice of Requirement 1: SH1 Designation 6706 conditions alteration to SH1 Motorway			
Local road network (operational integration)		It is not clear how the NZTA Shared Use Path will connect with the Great South Road/Quarry Road intersection or how it will join the Quarry Road westbound lane. It is important for the shared use path to integrate with the Drury South Precinct to the West and surrounding local roads. Auckland Transport believe that this could be adequately considered and addressed through a NIP condition.	Support including a condition for NZTA to prepare in collaboration with Auckland Transport a NIP for the Stage 2 Project Area
Network Utility Operators (Section 176 Approval)	Oppose	Auckland Transport, as a Network Utility Operator, seeks certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation. NOR 1 includes designating the following local roads where Auckland Transport will need the ability to provide routine works before construction starts: Tegal Road, Great South Road and Quarry Road. This would be consistent with proposed condition GC.5 for NORs 2-5.	<p>Amend NOR 1 to include the following or similar:</p> <p><i>a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</i></p> <p><i>(i) operation, maintenance and urgent repair works;</i> <i>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</i> <i>(iii) minor works such as new service connections; and</i> <i>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<i>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</i>
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets. .	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i><u>Prior to the lodgement of any outline plan of works, and in relation to the Drury Access Ramp, vesting of roads to Auckland Council for activities on the following roads:</u></i></p> <p><i><u>x. Tegal Road</u></i></p> <p><i>Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><i><u>ADVICE NOTE:</u></i></p> <p><i><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></i></p> <p>Otherwise retain</p>
Retaining wall		The proposed shared path adjacent to Quarry Rd requires a retaining wall structure (shown in red below).	Confirm whether this retaining structure will be maintained by NZTA. It is noted that the proposed structure will be contained within existing designation boundary.

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			
Notice of Requirement 2: Alteration to SH1 Designation 6700 – ‘Motorway’			
Network Utility Operators (Section 176 Approval): Proposed condition GC.5	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <ul style="list-style-type: none"> a) <i>Maketu Road;</i> b) <i>Ararimu Road;</i> c) <i>Maher Road;</i> d) <i>Hillview Road; and,</i> e) <i><u>Harrison Road;</u></i> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Notice of Requirement 3: Alteration to SH1 Designation 6701 – ‘Motorway’			
Network Utility Operators (Section 176 Approval): Proposed condition GC.5	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. However, Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <p>a) Bombay Road; b) Great South Road; and, c) Mill Road</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Access arrangements	Support in part	Auckland Transport seek to understand how access will be provided to the proposed wetland within NOR 3 to determine what arrangement will need to be agreed upon.	<p>Provide clarification as to how access will be provided to the proposed wetland (shown below). Confirm whether maintenance access will be via the private access at 1832 Great South Road and whether this will be included within the proposed permanent designation boundary or if maintenance access will be enabled through an easement arrangement.</p> 
Notice of Requirement 4: Construction, maintenance and operation of a Shared User Path, and associated infrastructure			
Network Utility Operators (Section 176 Approval):	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and	Amend Proposed condition PC.5 to include the following or similar:

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
conditions PC.3, PC.4 & PC.5		engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <p>a) Quarry Road; b) Great South Road; c) Maher Road; d) Ararimu Road (Ramarama interchange); and, e) Mill Road (Bombay Interchange).</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Notice of Requirement 5: Construction, maintenance and operation of the Drury South Interchange Connections, and associated infrastructure			
Network Utility Operators (Section 176 Approval):	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.</p>	<p>a) Great South Road; b) Quarry Road, c) Maketu Road, and, d) Harrison Road</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>

**SUBMISSION ON NOTICE OF REQUIREMENT FOR AN ALTERATION TO A DESIGNATION THAT
IS SUBJECT TO PUBLIC NOTIFICATION UNDER SECTION 181 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council (**Council**)

Name: Counties Energy Limited (**CEL**)

Submission on: Notice of requirement from New Zealand Transport Agency Waka Kotahi (**NZTA**): Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6700 State Highway 1 – Drury to Bombay (NoR 2) (**NoR 2**)

Introduction

1. Counties Energy Limited (**CEL**) is a Network Utility Operator and Requiring Authority in accordance with sections 166 and 167 of the Resource Management Act 1991 (**RMA**), an Electricity Operator under the Electricity Act 1992, a Network Operator under the Telecommunications Act 2001, and a Lifeline Utility under Part B, Schedule 1 of the Civil Defence Emergency Management Act 2002. CEL owns and operates the electricity distribution network that provides critical infrastructure services to over 49,000 homes, farms, and businesses between southern Papakura and Mercer and west of the Waikato River from Mercer to Waikaretu. A secure electricity distribution network is fundamental to the efficient and effective functioning of New Zealand communities.
2. Under NOR 2 NZTA is seeking to designate land in respect of which CEL holds a variety of interests, including land with an existing designation to construct a substation, land with existing easements to convey electricity and telecommunications. The land contains significant existing and planned electricity and fibre networks owned by CEL, including an existing strategic overhead subtransmission circuit and fibre connections for emergency and essential services, including for Transpower.
3. As Drury and the surrounds develop, CEL will need to install further assets to meet the needs of current and future customers. It is important that the designation does not inhibit or significantly slow down the ability for CEL to install its electricity and fibre assets to meet the needs of its customers by imposing an additional approval process under s176 of the RMA.
4. The Bombay – Opaheke West 110kV line is a strategic circuit supplying the Opaheke Substation, which in turn supplies electricity to approximately 10,000 customers in the Papakura and Drury area. Approximately 6.2km of this line is within the designation areas. CEL must have 24/7 safe, efficient and secure access to this 110kV line. The future motorway widening and interchange designs must provide for this secure access. CEL is highlighting this requirement now so that NZTA is aware that CEL must be consulted through the NoR 2 design process (and in particular the Drury Interchange design) to ensure that a workable design is achieved that maintains safe, efficient and secure access to the 110kV line.
5. CEL acknowledges that consultation is ongoing between NZTA and CEL regarding the works that will be involved in delivering the widened motorway and new interchange, and how best to mitigate the impact of those works on existing assets. CEL has not

been provided with a design of sufficient detail to assess the impact on the CEL network and it is understood that this detail will not be prepared until a future stage which may be several decades away.

6. On this basis, CEL **opposes** the designation. If and when the work proceeds into detailed design, detailed design discussions between the NZTA and CEL will be critical to avoid detrimental impacts on the CEL assets, access to the assets and the efficient and secure supply of electricity to the affected customer base.

201 and 231 Quarry Road

7. CEL owns 201 Quarry Road and holds an existing designation over the entire site for “Electricity Supply Purposes” in the AUP(OP) (Designation 3009 Drury South Substation).
8. CEL purchased 201 Quarry Road in 2019 to construct a zone substation to service the expanding Drury South area. New 110kV circuits will be installed between this substation and the neighbouring Transpower substation as part of the development of the substation and there is an easement over 231 Quarry Road to provide for this. The development of the substation represents a significant investment by CEL in critical electricity distribution infrastructure. Current demand modelling confirms that the proposed substation is required to be constructed and online between 2028 and 2030.
9. NZTA is seeking to designate a portion of 201 Quarry Road that is planned to be developed as a substation and over the land that is subject to CEL’s easement on 231 Quarry Road.
10. The presence of the NZTA designation would reduce the usable space on 201 Quarry Road. Although the NZTA designation would cover only a relatively small fraction of the western portion of the site, it covers a large fraction of the usable footprint, as a watercourse crosses the site, a Transpower 220kV line traverses the site and the eastern portion of the site is susceptible to flooding.
11. CEL’s consent would be required under s177 of the RMA for the works proposed under NoR 2 to be constructed within the Designation 3009 area. CEL is unable to confirm at this stage if its written consent would be forthcoming as the effects on the substation at the time at which s177 consent will be sought cannot be assessed at the current time.

Existing and planned electricity and fibre networks

12. CEL also owns and operates a number of significant electricity and critical fibre network assets within the area proposed to be designated (some of which also provide electricity to State Highway infrastructure and communications for Transpower and emergency services).
13. Of particular concern to CEL is the potential effect on the Bombay – Opaheke West 110kV circuit that forms a strategic backbone of CEL’s network assets and the underbuilt fibre. This circuit was not affected by Stage 1 of the Papakura to Bombay

project (**P2B**), but runs along-side the motorway for approximately 6km of Stage 2 of the P2B project, as shown in **Appendix 1**.

14. In addition, further assets are likely to be installed prior to the start of construction of the works proposed by NoR 2 to provide for the increasing demand for electricity within the wider Drury area.
15. In particular, CEL will need to connect its planned substation at Quarry Road to the existing 110kV circuit within the designation area.
16. CEL has an existing easement over 231 Quarry Road, which will be used to install underground cables connecting the CEL site at 201 Quarry Road to the Transpower site at 261 Quarry Road.
17. The cost of relocation of strategic assets, such as the 110kV circuit assets, will be considerable. Likewise in most cases, there is no practical alternative route for the assets to be relocated in to.
18. The importance of the 110kV circuit assets to the security of the distribution of electricity in the area means that it cannot easily accommodate outages and any relocation must be carefully planned.

Scope of submission

19. This submission relates to NoR 2 in its entirety but particularly to those parts of NoR 2 which affect:
 - (a) 201 Quarry Road and CEL's planned substation; and
 - (b) CEL's existing and planned electricity and fibre networks.

Reasons for submission

20. NOR 2 is opposed because:
 - (a) It does not promote the efficient use and development of resources (including existing and proposed infrastructure);
 - (b) It is inconsistent with B3 and certain Objectives and Policies of E26 of the Auckland Unitary Plan as the potential effects on existing and planned infrastructure have not been assessed or determined; and
 - (c) It may not avoid, remedy or mitigate actual and potential adverse effects on the environment.
21. Without limiting the generality of the above reasons, the specific reasons for the submission are as follows:

- (a) The potential effects on 201 Quarry Road (including the construction and operation of the future substation) have not been identified or assessed. In particular, it is unclear what width of land is required to be designated permanently for the final SH1 widening and what width is only required for construction purposes. It is also unclear what impact the works proposed by NoR 2 will have on providing for the 110kV underground cables needed to be installed as part of the construction of the substation at 201 Quarry Road.
- (b) CEL recognises the importance to the community of a safe and efficient motorway network and the need to plan and provide for this network well in advance of construction. However, it is unclear how the proposed works will impact CEL's existing and planned electricity and fibre assets (including the Bombay – Opaheke West 110kV circuit).
- (c) The potential effects on CEL's existing and planned electricity and fibre assets have not been identified or assessed. Adverse effects on the distribution of electricity arising from the proposed works should be avoided, given the critical nature of a secure and resilient electricity supply to the Auckland community. CEL's existing and planned assets in this area are likely to change in the intervening years before NZTA commences detailed design and therefore it will be critical for NZTA to continue to consult directly with CEL to avoid effects on these assets.
- (d) CEL supports the proposed Network Utility Management Plan (**NUMP**) condition (CC.8) subject to amendments being made as set out later in this submission. In particular, given the importance of avoiding or mitigating effects on network utilities, this plan should be submitted to Council with the Outline Plan of Works, rather than for information only. It is also important that Council has a clear understanding as to whether the NUMP has been endorsed by the relevant Network Utility Operators.
- (e) The extent of relocation or reconstruction of CEL's assets required for the project remains unknown and will not be able to be confirmed until NZTA completes its design. A long lead in time is required by CEL to prepare any such relocation or reconstruction plans and for implementation. It would be difficult or impossible to acquire suitable land or suitable access rights to allow the relocation of the assets to another location.
- (f) The Electricity Infrastructure Management Plan (**EIMP**) conditions (CC.15 to CC.20) only relate to the Transpower network. It is, therefore, incorrect to refer to the plan as an Electricity Infrastructure Management Plan when it relates to the transmission network and not the distribution network. The matters of relevance to the distribution network are addressed through the NUMP.
- (g) CEL wants to ensure the conditions proposed in the NoR addressing effects on existing and planned network utility assets (including those electricity and fibre assets owned by CEL) are adopted subject to the amendments sought by CEL that are set out later in this submission.

- (h) CEL wants to ensure that NZTA will continue to consult directly with CEL as it develops its design so that all adverse effects on existing and future CEL assets (including the Bombay – Opaheke West 110kV circuit and fibre and the substation at 201 Quarry Road) are avoided.

Recommendation sought

22. The relief sought by CEL is that the Council recommends that NoR 2 is withdrawn or, in the alternative, is modified by:

- (a) Amending the designation boundary so that it does not apply over 201 Quarry Road and that part of 231 Quarry Road which CEL has an existing easement over it; and
- (b) Imposing conditions that ensure that the potential adverse effects on CEL's existing and planned assets, and CEL's ability to operate, maintain, upgrade and develop those assets, are addressed, including but not limited to:
 - (i) Retaining proposed Condition GC.5 (Network Utility Operators (Section 176 Approval)).
 - (ii) Amending proposed Condition PC.3 (Outline Plan(s) of Works (designation)) to include the NUMP in the list of management plans to be included in the Outline Plan.
 - (iii) Amending proposed Condition PC.6 (Stakeholders and Communication Management Plan) to make it clear that Network Utility Operators with assets within or adjoining SH1 are identified as Stakeholders.
 - (iv) Amending proposed Condition PC.7 (Urban and Landscape Design Management Plan) so that it must take into account existing and proposed network utilities (and any relevant regulations) to ensure proposed landscaping does not adversely affect network utilities (including ongoing access to CEL network assets), or the future maintenance or upgrading of network utilities.
 - (v) Amending proposed Condition CC.8 (Network Utility Management Plan) so that:
 - i. the NUMP must be prepared at least 24 months prior to the Start of Construction and submitted as part of the Outline Plan (rather than submitted to the Manager for information at least 10 working days prior to the Start of Construction) (sub-clause a);
 - ii. sub-clauses (b) and (d) are modified to include both existing and planned network utilities;
 - iii. the NUMP must include a record of the written endorsement of all Network Utility Operators (rather than simply describe how any comments from the Network Utility Operator(s) in relation to its assets have been addressed) (sub-clause (e)).
 - (vi) Amending proposed Condition CC.15-CC.20 (Electricity Infrastructure Management Plan) so that this plan is renamed the "Transpower Infrastructure Management Plan" to clarify that the plan only relates to Transpower infrastructure and not the electricity distribution network; and/or

- (c) Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
23. CEL could not gain an advantage in trade competition through this submission.
24. CEL wishes to be heard in support of this submission.
25. If others make a similar submission, CEL will consider presenting a joint case with them at any hearing.
26. CEL has also lodged a submission on NoR 1, 3, 4 and 5.

COUNTIES ENERGY LIMITED by its authorised agent Osborne Hay (North) Limited:

David Hay

Signature:
Energy Limited)

David Hay (Planning Consultant for Counties

Date:

15 July 2024

Address for Service:

C/- David Hay
Osborne Hay (North) Limited
PO Box 16
Warkworth 0941

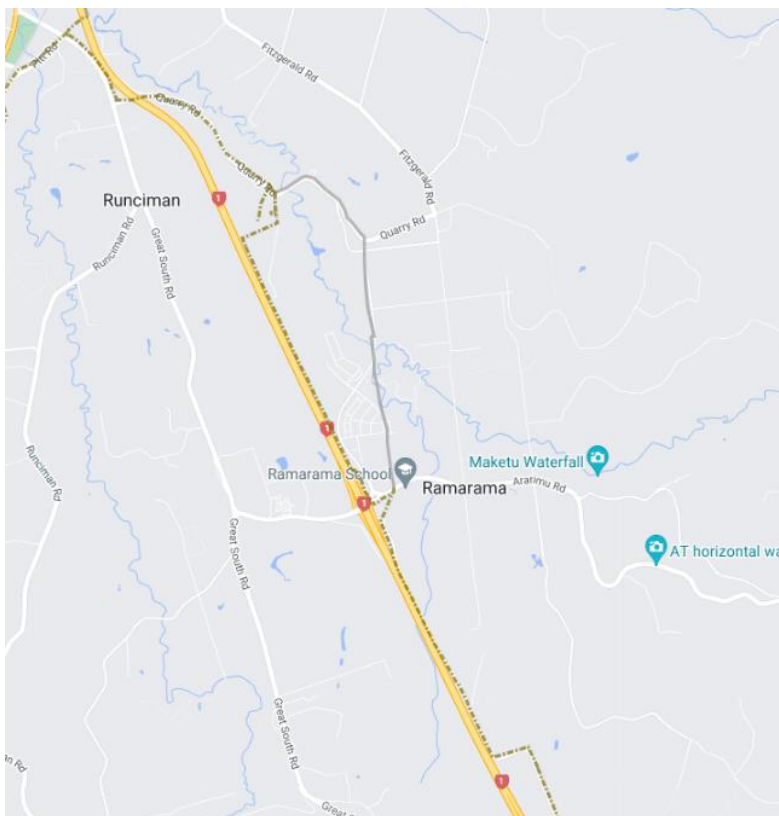
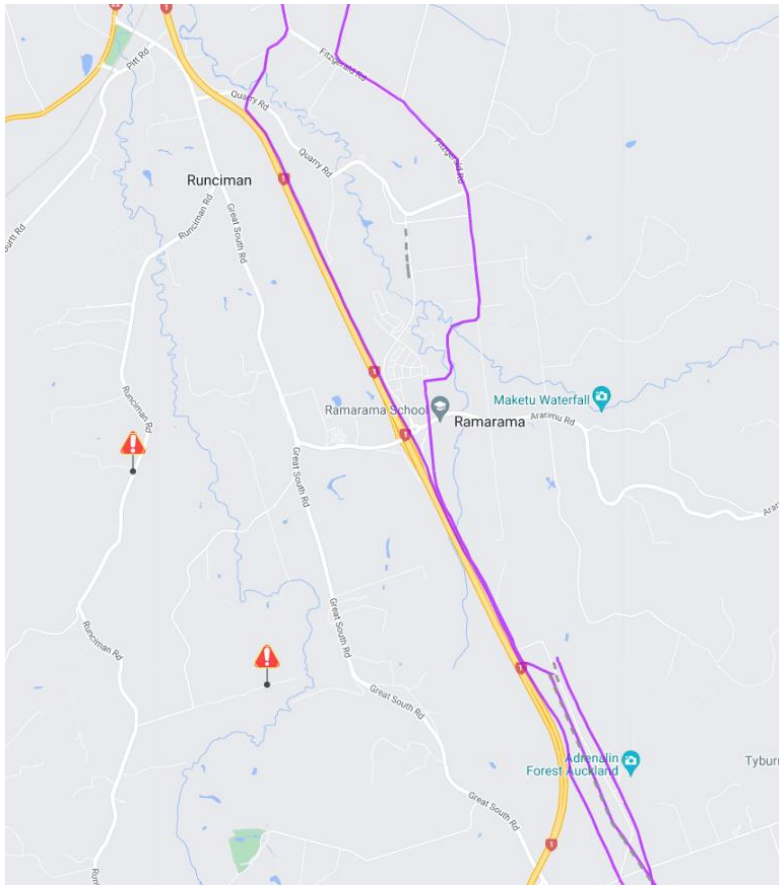
Telephone:

027 425-0234

Email:

david@osbornehay.co.nz

Appendix 1 – Counties Energy Limited's 110kV Circuit and Fibre Network



The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Drury South Limited

Organisation name: Drury South Limited

Full name of your agent: Kirsty Dibley

Email address: kirsty.dibley@russellmcveagh.com

Contact phone number: +64 9 367 8000

Postal address:

C/- Kirsty Dibley

Russell McVeagh

Lvl 30

Vero Centre 48 Shortland Street

Auckland CBD

Auckland 1140

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Alteration Designation
6700 State Highway 1 – Drury to Bombay (NoR 2)

The specific provisions that my submission relates to are:
See attached submission

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:
See attached submission

I or we seek the following recommendation or decision from Auckland Council:
See attached submission

Submission date: 15 July 2024

Supporting documents
DSL NoR Submissions_20240715143338.027.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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**SUBMISSION ON NOTICES OF REQUIREMENT FOR NEW
DESIGNATIONS AND ALTERATIONS TO EXISTING DESIGNATIONS
UNDER THE RESOURCE MANAGEMENT ACT 1991**

TO: Auckland Council

SUBMITTER: Drury South Limited ("**DSL**")

SUBMISSION ON: Five separate Notices of Requirement by NZ Transport Agency Waka Kotahi ("**NZTA**") to provide upgrades to State Highway 1 between Drury and Bombay, Auckland (together, "**NoRs**")

Introduction

1. DSL owns approximately 257ha of land within the Drury South Industrial Precinct and is well underway with the development of its land for a comprehensive industrial and mixed-use development known as Drury South Crossing.
2. NZTA has recently lodged the following NoRs for Stage 2 of the Papakura to Bombay Project:
 - (a) NoR 1: Alteration to SH1 Designations 6706.
 - (b) NoR 2: Alteration to SH1 Designations 6700.
 - (c) NoR 3: Alteration to SH1 Designations 6701.
 - (d) NoR 4: Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange.
 - (e) NoR 5: Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange – Drury South Interchange connections.
3. All five of the NoRs are proposed within the vicinity of DSL's landholdings and the Drury South Industrial Precinct. DSL owns land that is both subject to and

adjacent to the spatial extent of NoR 2 and NoR 5 in particular. DSL therefore has a direct interest in the NoRs.

4. DSL could not gain an advantage in trade competition through this submission.

Scope and nature of submission

5. The submission relates to all five NoRs in their entirety, particularly as they relate to works in and around the Drury South Precinct.
6. DSL is progressively developing its land for industrial and mixed use. As part of this, DSL has, and continues to, put significant effort into designing and constructing a safe and efficient local transport network within the Precinct. The first houses in the Precinct were completed in 2020, and the construction of industrial buildings commenced in 2021. Full build out of the Precinct is expected to take another approximately five years.
7. Subject to the relief set out in this submission, DSL generally supports the NoRs, which collectively seek to improve the safety and resilience of the State Highway network between Papakura and Bombay, increase transport choice and accessibility, support the inter and intra-regional movement of people and freight, and support regional economic growth and productivity.
8. However, DSL considers amendments are required to ensure the NoRs are:
 - (a) well integrated with surrounding land uses and the local transport network within the Drury South Industrial Precinct; and
 - (b) implemented in a timeframe that:
 - (i) provides affected landowners with certainty regarding their landholdings (including when NZTA might seek to acquire land under the Public Works Act 1981 ("**PWA**")); and
 - (ii) responds appropriately to the timing, scale and form of urban development in the area.

NoR 5 – Drury South Interchange

9. NoR 5 seeks a new designation to authorise the construction, operation and maintenance of a new link road between Quarry Road and Great South Road, referred to as the Drury South Interchange Connections.
10. DSL supports NoR 5, insofar as it will enable critical direct connections from State Highway 1 into the Precinct. However, DSL considers the designation

extent should be extended to the east of its current footprint, to Fitzgerald Road, to enable a direct connection from State Highway 1 to Fitzgerald Road. Enabling a direct connection from State Highway 1 to Fitzgerald Road will better integrate the Drury South Interchange into the Precinct and the local transport network already established. Fitzgerald Road also provides a direct connection to the Drury East Precinct and Drury Centre Precinct to the north.

Proposed lapse period for NoR 4 and NoR 5

11. DSL does not support the proposed 20-year lapse period for NoR 4 and NoR 5. A 20-year lapse period does not align or correspond with the timing and scale of urban development in the Precinct and broader Drury area. This lengthy lapse period also provides no certainty to affected landowners as to when, or if the Project or works authorised by the designations will be completed. This has related consequences in terms of when affected landowners (like DSL) can expect NZTA to acquire land under the PWA.
12. Full build out of the Drury South Industrial Precinct is expected to be complete in the next five years. It is reasonable and appropriate for DSL (and other landowners and developers) to have certainty regarding when, and if, some of its land will be acquired under the PWA for NoR 4 and 5.
13. DSL therefore seeks a lapse period of 10 years be imposed for NoR 4 and NoR 5.

Timing for implementation of NoR 1-3

14. DSL has similar concerns around the lack of certainty in relation to NoR 1, NoR 2 and NoR 3. Given these are alterations to existing designations, there is no lapse period proposed.
15. DSL seeks a condition be imposed requiring works authorised by the altered designations to be commenced within 10 years from the date the NoR is confirmed, to give landowners, developers and the community certainty on the works.

Reasons for submission

16. Subject to the amendments necessary to address its concerns set out above, DSL considers the NoRs:
 - (a) will promote the sustainable management of resources;

- (b) are consistent with Part 2 and other provisions of the Resource Management Act 1991;
- (c) will meet the reasonably foreseeable needs of future generations;
- (d) will enable social, economic and cultural wellbeing; and
- (e) will avoid, remedy or mitigate adverse effects on the environment.

Recommendation sought

17. DSL seeks that the Council recommends:

- (a) amendments to the NoRs, including by way of conditions, to address DSL's concerns;
- (b) NoR 4 and NoR 5, if confirmed, be subject to a 10 year lapse period;
- (c) additional land to the east of Quarry Road be included in the designation extent of NoR 5 to enable a connection from State Highway 1 to Fitzgerald Road; and
- (d) such further other orders, relief or other consequential or other amendments as considered appropriate and necessary to address the concerns set out above.

18. DSL wishes to be heard in support of this submission.

DRURY SOUTH LIMITED by its solicitors and authorised agents Russell McVeagh:

Signature:



Daniel Minhinnick / Kirsty Dibley

Date:

15 July 2024

Address for Service:

C/- Kirsty Dibley
Russell McVeagh
Barristers and Solicitors
Level 30
Vero Centre
48 Shortland Street

PO Box 8/DX CX10085
AUCKLAND 1140

Telephone:

+64 9 367 8000

Email:

kirsty.dibley@russellmcveagh.com

**Submission on five Notices of Requirement for the Papakura to Bombay (P2B) Project
Stage 2, NZ Transport Agency Waka Kotahi – seeking Notices of Requirement for Stage 2 of
the Papakura to Bombay Project – Papakura ki Pukekura**

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert
Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("NoRs") for the Papakura to Bombay
(P2B) Project Stage 2.

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 15 July 2024

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the Papakura to Bombay (P2B) Project Stage 2, which includes five NoRs lodged by New Zealand Transport Agency Waka Kotahi ("**NZTA**") as a requiring authority under the Resource Management Act 1991 ("**RMA**"), being:
- (a) NoR lodged by NZTA to alter Designation 6706 State Highway 1 – Takanini to Drury;
 - (b) NoR lodged by NZTA to alter Designation 6700 State Highway 1 – Drury to Bombay;
 - (c) NoR lodged by NZTA to alter Designation 6701 State Highway 1 – Bombay;
 - (d) NoR lodged by NZTA for a Shared User Path; and
 - (e) NoR lodged by NZTA for Drury South Interchange Connections.

1.2 Watercare neither supports or opposes these NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs respond to the issues raised in this submission and avoid, remedy, or mitigate potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

1.3 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.

2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, from 2023-2053, this is expected to increase by another 520,800 people, potentially requiring another 200,000 dwellings along with associated drinking water, stormwater and wastewater infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.

2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹

2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part) and the Auckland Council Future Development Strategy.

2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

3.1 This is a submission on the NoRs (summarised above) that were publicly notified on 14 June 2024.

3.2 As noted previously, Watercare neither supports or opposes these NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.3 Watercare seeks to ensure that there is a live and continual process planned forward to recognise that asset management and construction plans are constantly updating and changing.
- 3.4 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the Papakura to Bombay Stage 2 Project develops.
- 3.5 Watercare seeks early engagement from the requiring authority for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's *"Water Supply and Wastewater Network Bylaw 2015"* (updated 2021).
- 3.6 Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the project areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authority that may impact Watercare's services.

4. **RECOMMENDATION SOUGHT**

- 4.1 Watercare seeks that Auckland Council recommends:
 - (a) amendments to the conditions of the NoRs , including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
- 4.2 Watercare does not wish to be heard in support of this submission.



Mark Iszard
Head of Major Developments
Watercare Services Limited



Transpower New Zealand Ltd
 31 Gilberthorpes Road, Islington
 Christchurch
 PO Box 21154 Edgware
 Christchurch 8143
 P 04 590 7000
www.transpower.co.nz

12 July 2024

Auckland Council
 Level 16, 135 Albert Street
 Private Bag 92300
 Auckland 1142

Via email - unitaryplan@aucklandcouncil.govt.nz

Kia ora,

RE: SUBMISSION BY TRANSPOWER NEW ZEALAND LIMITED ON THE NOTICES OF REQUIREMENT 1-5 FOR STAGE 2 OF THE PAKAKURA TO BOMBAY PROJECT – PAKAKURA KI PUKEKURA (P2B) PROJECT

1. INTRODUCTION

This document and attachments form part of Transpower New Zealand Limited's (Transpower) submission to the five (5) Notices of Requirement (NoRs) lodged with Auckland Council by NZ Transport Agency Waka Kotahi (NZTA) for Stage 2 of the Papakura to Bombay Project – Papakura ki Pukekura (P2B) project.

Transpower understands that the purpose the P2B Project Stage 2 is to provide upgrades to State Highway 1 (SH1) between Drury South and Bombay, improving accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of the existing transport corridor.

The NoRs are summarised as follows:

- NoR 1 - Alteration to SH1 Designations 6706, for which NZTA is the requiring authority;
- NoR 2 - Alteration to SH1 Designations 6700, for which NZTA is the requiring authority;
- NoR 3 - Alteration to SH1 Designations 6701, for which NZTA is the requiring authority;
- NoR 4 - Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange, for which NZTA will be the requiring authority; and
- NoR 5 - Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange, for which NZTA will be the requiring authority.

Transpower acknowledge the engagement undertaken between Transpower and NZTA during the development of the proposal over recent years. Transpower understands that engagement will continue as the project progresses through the detailed design phase.

Transpower's general position is neutral in relation to the merits of the proposal. However, Transpower wishes to highlight to the need to appropriately avoid, remedy or mitigate any potential effects of the proposed designations and future development on the National Grid.

2. TRANSPOWER'S NATIONAL GRID ASSETS

Transpower is the State-Owned Enterprise that plans, builds, maintains, and operates New Zealand's high voltage transmission network – The National Grid. The National Grid comprises around 12,000 km of transmission lines and cables, and some 164 substations. It links generators to distribution companies and major industrial users from Kaikohe in the North Island to Tiwai Point in the South Island. Transpower's principal role is to ensure the reliable supply of electricity throughout the country and, therefore, has a significant interest in ensuring that development and activities do not adversely affect the operation, maintenance, upgrading and development of the existing transmission network.

Several of Transpower's National Grid assets are located in proximity to the proposed NoRs (excluding NoR 3). Assets include but not limited to:

- Drury substation (Designation 8521 in the Auckland Unitary Plan Operative in part (AUP) – NoR 2 and 5;
- Glenbrook - Deviation A (GLN-DEV-A) Transmission line (220 kV) and associated support structures – NoR 2 and 5;
- Huntly to Otara A (HLY-OTA-A) Transmission line (220 kV) and associated support structures – NoR 1, 2 and 5; and
- Bombay to Otara A (BOB-OTA-A) Transmission line (110 kV) and associated support structures (noting that this line will be decommissioned and dismantled in late 2024) – NoR 1, 2, 4 and 5.

The National Grid Yard (NGY) is a 12-metre setback either side of the transmission line and support structures (the 12m setback from the closest visible edge of the tower foundation will need to be physically measured on site), shown by the blue corridor on the attached Transpower Asset Maps.

3. STATUTORY CONTEXT

3.1 National Policy Statement on Electricity Transmission 2008 (NPSET)

Under the Resource Management Act 1991 (RMA), the National Grid is recognised as a significant physical resource that must be sustainably managed, and any adverse effects on that infrastructure must be avoided, remedied or mitigated. The NPSET confirms the national significance of the National Grid and the need to appropriately manage activities and development under, and close to it.

The Objective of the NPSET is as follows:

To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- *Managing the adverse environmental effects of the network; and*
- *Managing the adverse effects of other activities on the network.*

The NPSET contains fourteen policies. In particular, Policy 2 of the NPSET requires decision-makers to recognise and provide for the effective operation, maintenance, upgrading and development of the

electricity transmission network. Whilst Policy 10 requires that all decision-makers: *“to the extent reasonably possible manage activities to avoid reverse sensitivity effects on the electricity transmission network and to ensure that operation, maintenance, upgrading, and development of the electricity transmission network is not compromised.”*

3.2 New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34:2001)

The National Grid is subject to various operational and engineering requirements that dictate how other activities are undertaken in relation to the National Grid, including the requirements of NZECP34: 2001.

NZECP34: 2001 is a mandatory code of practice pursuant to the Electricity Act 1992, which sets minimum safe distances from overhead transmission lines to protect persons, property, vehicles and mobile plant from harm or damage from electrical hazards. The Code establishes safe clearance distances to buildings and structures, the ground (including stockpiles of earth and filling activities), and other lines, as well as how close buildings, structures and excavations can occur to poles and towers. All proposed works must comply with the NZECP requirements.

4. TRANSPOWER’S INTEREST IN THE NORs

Transpower’s interest in the project is to ensure that the operation, maintenance, upgrading and development of the National Grid is not compromised by the Project and that construction works in proximity to National Grid assets are carried out safely in accordance with NZECP34: 2001.

4.1 Drury Substation Designation 8512 (NoR 2 and NoR 5)

As outlined above and noted in Section 9.3.4.1 of the Assessment of Environmental Effects (AEE) for Stage 2 of the P2B Project, NZTA has undertaken engagement with Transpower as part of the development of the proposal over recent years, particularly in relation to the concept design stage for Drury South Interchange (NoR 2) and Drury South Interchange Connections (NoR 5), in proximity to the Drury substation. Design development focused on minimising adverse effects on Transpower’s operations at the Drury substation site and minimising the land take requirement at the site. Transpower understands that engagement will continue during design development.

The proposed alteration to the existing SH1 Designation 6700 to provide widening of the existing SH1 corridor (NoR 2) will encroach into Designation 8521 for the Drury substation for which Transpower is the requiring authority. Given Transpower Designation 8521 will pre-date NoR 2 and NoR 5, NZTA will require S176A approval from Transpower prior to construction works.

4.2 Proposed Wetland in proximity to Drury Substation (NoR 2 and NoR 5)

A wetland is proposed to the south-west of the Drury substation, in close proximity to National Grid support structure HLY-OTA-A0146. Construction of the wetland shall be undertaken in accordance with the requirements of NZECP34: 2001 (proposed designation Condition CC.9). In particular, any excavation within 12m of the outer edge of the foundations of tower HLY-OTA-A0146 shall comply with the restrictions set out in NZECP34: 200, ground to conductor clearance requirements shall be met and mobile plant operation shall comply with the minimum setback requirements for National Grid transmission lines.

Construction of the proposed wetland, and compliance with NZECP34: 2001 shall be addressed in the project Electrical Infrastructure Management Plan (EIMP).

4.3 BOB-OTA-A National Grid transmission line (NoR 1, NoR 2, NoR 4 and NoR 5)

The NoRs, apart from NoR 3, will require works in proximity to the BOB-OTA-A National Grid transmission line (i.e. works within, or in parallel to the NGY of this transmission line). In particular, NoR 4 will involve the construction, operation, and maintenances of a new SUP, along the western side of SH1, in proximity to the BOB-OTA-A National Grid transmission line.

The BOB-OTA-A0049 – 0117A spans of this transmission line are scheduled to be decommissioned and dismantled during the second half of 2024. While unlikely, should any physical works be undertaken prior to the dismantling of these transmission assets, the works will need to comply with the requirements of NZECP34: 2001.

4.4 Designation Conditions (all NoRs)

To appropriately manage effects on Transpower’s National Grid assets located within or in proximity to the proposed designation boundaries, NZTA proposes a set of Transpower specific conditions agreed on during previous stages of the P2B Project, and other similar State highway projects. These are set out under the ‘Transpower’ heading in the proposed designation Conditions CC.7 – 12 (NoR 1) and CC.9 – CC.14 (NoR 2-5).

Additionally, for this stage of the P2B Project, NZTA proposes the preparation of an EIMP prior to the start of construction works within fifty metres of Transpower’s National Grid transmission assets (listed under the ‘Electricity Electrical Infrastructure Management Plan’ heading in the proposed designation Conditions CC.15 (NoR 1) and CC.17 (NoR 2-5)). The purpose of the EIMP, as per proposed designation Conditions CC.14 (NoR 1) and CC.16 (NoR 2-5), is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

Transpower supports proposed designation Conditions CC.7 – 18 (NoR 1) and CC.9 – CC.20 (NoR 2-5).

Transpower acknowledges the proposed designation conditions also require the preparation of a Network Utility Management Plan to set out a framework for protecting, relocating and working in proximity to existing network utilities (proposed designation Condition CC.6 (NoR 1) and Condition CC.8 (NoR 2-5)).

5. DECISION / RELIEF SOUGHT

Transpower seeks a decision that ensures that the operation, maintenance, upgrading and future development of National Grid infrastructure is protected from the potential adverse effects of the proposed P2B Project.

Transpower considers that the aspects of the Project, which have the potential to result in adverse effects on the Transpower’s National Grid assets, can be addressed through the designation conditions proposed by NZTA, developed in conjunction with Transpower.

Transpower does not wish to be heard in support of its submission.

Transpower would be happy to continue engaging with NZTA as the P2B Project Stage 2 progresses and should the NoRs be confirmed.

Dated at Christchurch on 12 July 2024

Approved for Release by Transpower NZ Ltd:



Andy Eccleshall

Technical Lead – Landowner Development Enquiries | Environment Group

Transpower New Zealand Limited

(Authorised to sign on behalf of Transpower NZ Ltd)

Ph: 04 590 8687 / Email: Andy.Eccleshall@transpower.co.nz

Appendices:

Appendix A: Map of Transpower assets

Copy Served to:

NZ Transport Agency Waka Kotahi

Private Bag 106602

Auckland 1143

Attention: Evan Keating

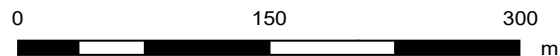
Email: Evan.keating@nzta.govt.nz

Appendix A: Map of Transpower assets



TRANSPOWER

Drury Substation Asset Map (NoR 2 & NoR 5)



8-Jul-2024 Scale 1: 4514 Plan size: A4L

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Legend NOR2 # 11

Maximo Assets

Site

■ AC Substation

Structure

▣ Double Circuit Steel Tower

■ Termination

Earthwire

✕

Span

— 110 kV

— 220 kV

Underground Fibre Cable

—

Transpower Data

Site Access Point





TRANSPOWER | NoR 1 Asset Map

Legend NOR2 # 11

Maximo Assets

Structure

- ☒ Double Circuit Steel Tower
- Termination

Earthwire



Span

- 110 kV
- 220 kV

Underground Fibre Cable



0 300 600
m

20-Jun-2024 Scale 1:9028 Plan size: A4L

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8413



TRANSPOWER

NoR 2 Asset Map

Legend NOR2 # 11

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

⊠ Double Circuit Steel
Tower

■ Termination

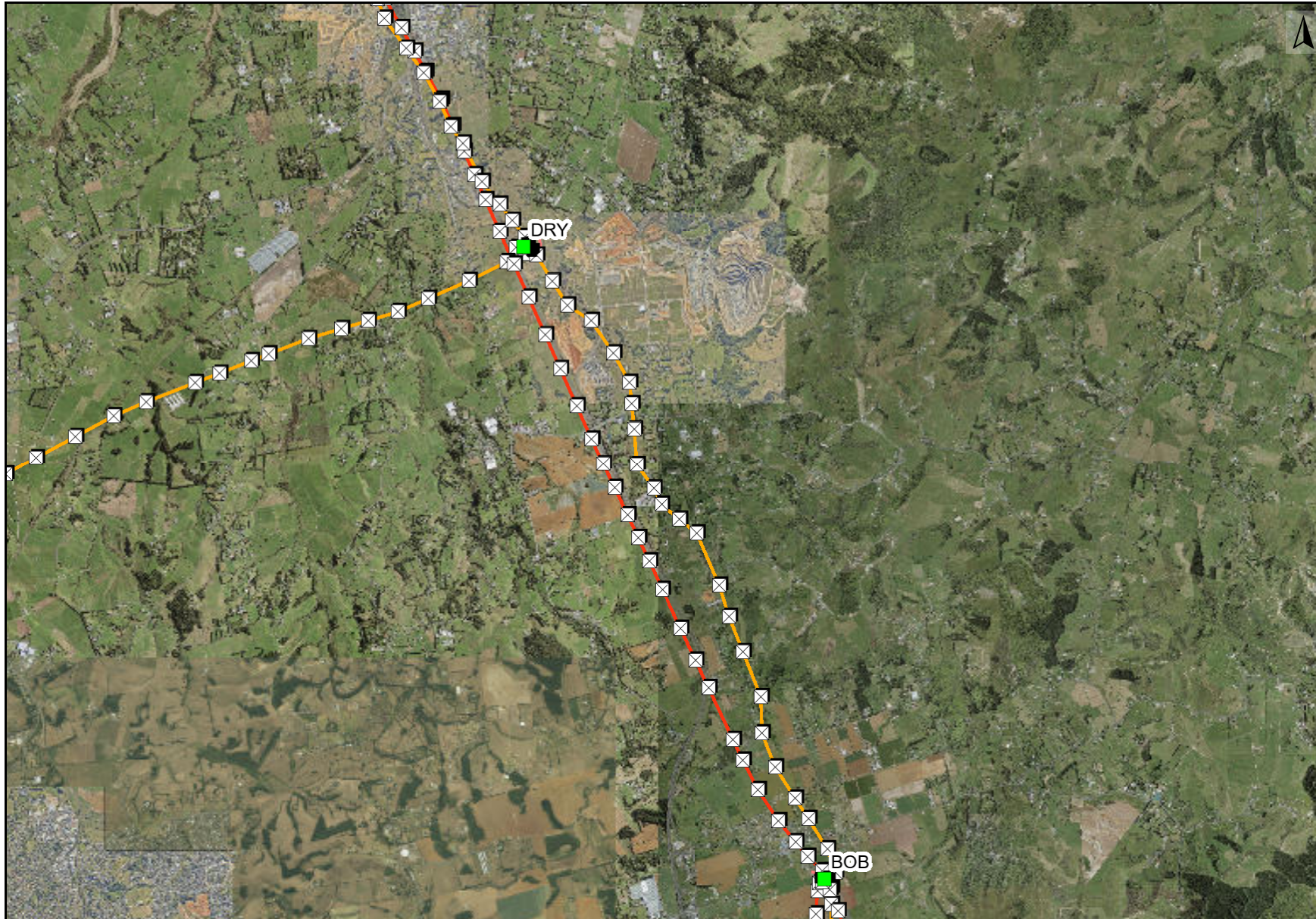
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



0 2.5 5
km

20-Jun-2024 Scale 1: 64387 Plan size: A4L

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9413



TRANSPOWER

NoR 3 Asset Map



0 0.5 1 km

20-Jun-2024 Scale 1: 18056 Plan size: A4L

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Legend NOR2 # 11

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

☒ Double Circuit Steel Tower

■ Termination

Earthwire

✕

Span

— 110 kV

— 220 kV

Underground Fibre Cable

—

Transpower Data

Asbestos at Substation



104513



TRANSPOWER

NoR 4 Asset Map

Legend NOR2 # 11

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

⊠ Double Circuit Steel Tower

■ Termination

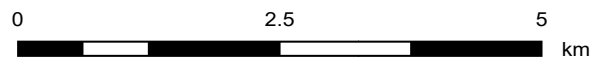
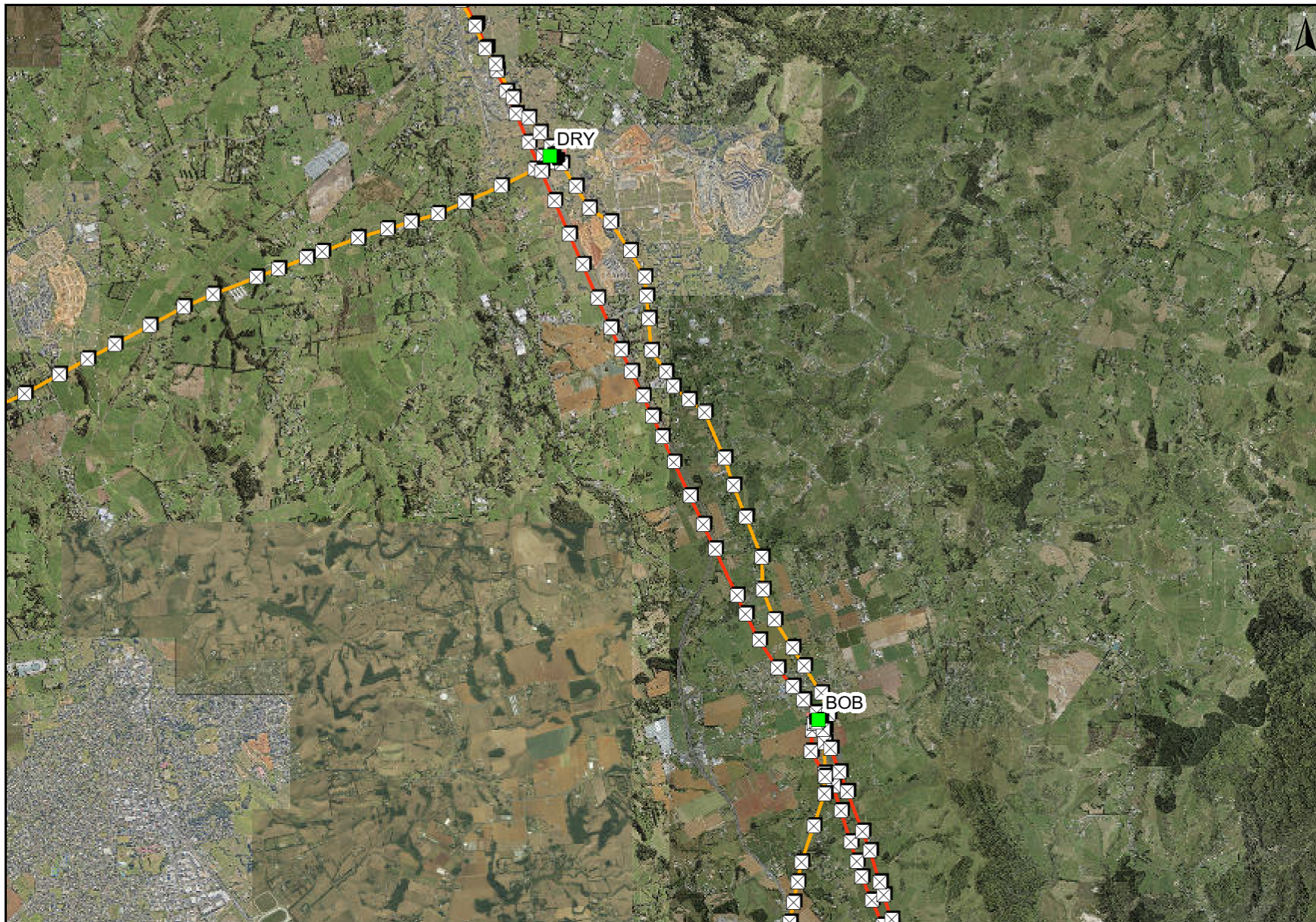
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



20-Jun-2024 Scale 1: 72224 Plan size: A4L

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114512



TRANSPOWER

NoR 5 Asset Map

Legend NOR2 # 11

Maximo Assets

Site

■ AC Substation

Structure

⊠ Double Circuit Steel
Tower

■ Termination

Earthwire

⋈

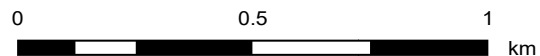
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



20-Jun-2024 Scale 1: 16093 Plan size: A4L

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124512
452

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon KW Trustee Limited

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone:

Email:

jeremy@brabant.co.nz / shannon@brabant.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

NZ Transport Agency Waka Kotahi (NZTA)

For: A new designation or alteration to an existing designation

(NoR 4) Shared User Path and NoR 2 Alteration to Designation 6700

The specific parts of the above notice of requirement that my submission relates to are: *(give details including property address):*

See attached.

My submission is:

I or we support of the Notice of Requirement

☐

I or we oppose to the Notice of Requirement

☒

I or we are neutral to the Notice of Requirement

☐

The reasons for my views are:

See attached.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

See attached.

I wish to be heard in support of my submission



I do not wish to be heard in support of my submission



If others make a similar submission, I will consider presenting a joint case with them at a hearing




Signature of Submitter
(or person authorised to sign on behalf of submitter)

07/15/2024

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission on Notices of Requirement for Papakura to Bombay Project Stage 2: Alteration to Designation 6700 State Highway 1 – Drury to Bombay and Papakura to Bombay Project Stage 2: Shared User Path Notice of Requirement 4 (NOR 4) lodged by NZ Transport Agency Waka Kotahi

To: Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Submitter: Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon
KW Trustee Limited

C/- Jeremy Brabant / Shannon Darroch
Barrister
Foundry Chambers
Level 4, Vulcan Buildings
PO Box 1502, Shortland St
jeremy@brabant.co.nz / shannon@brabant.co.nz

Introduction

1. Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon KW Trustee Limited (VTL) make this submission on the following notices of requirement lodged (collectively, **NORs**) by NZ Transport Agency Waka Kotahi (**NZTA**):
 - a. Notice of Requirement 2 for the Papakura to Bombay Project Stage 2: Alteration to Designation 6700 State Highway 1 – Drury to Bombay (**NOR 2**); and
 - b. Notice of Requirement 4 for the Papakura to Bombay Project Stage 2: Shared User Path (**NOR 4**).
2. NOR 2 is to alter State Highway 1 (**SH1**) designation 6700 to authorise SH1 improvements to an area between south of Quarry Road overbridge and the SH1 Great South Road overbridge at Bombay, including the construction of a new interchange at Drury South and associated infrastructure.

3. NOR 4 is for the designation of a new shared user path to be constructed from an area 200m north of Quarry Road to the existing Bombay/Mill Road Interchange and associated infrastructure.
4. VTL is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (RMA).

Context

5. VTL own land at 1799A Great South Road, Bombay (Site).
6. The Site is immediately adjacent to SH1 which extends along the Site's eastern boundary and is zoned Rural – Mixed Rural zone under the Auckland Unitary Plan Operative in Part (AUP) as shown in Figure 1 below.

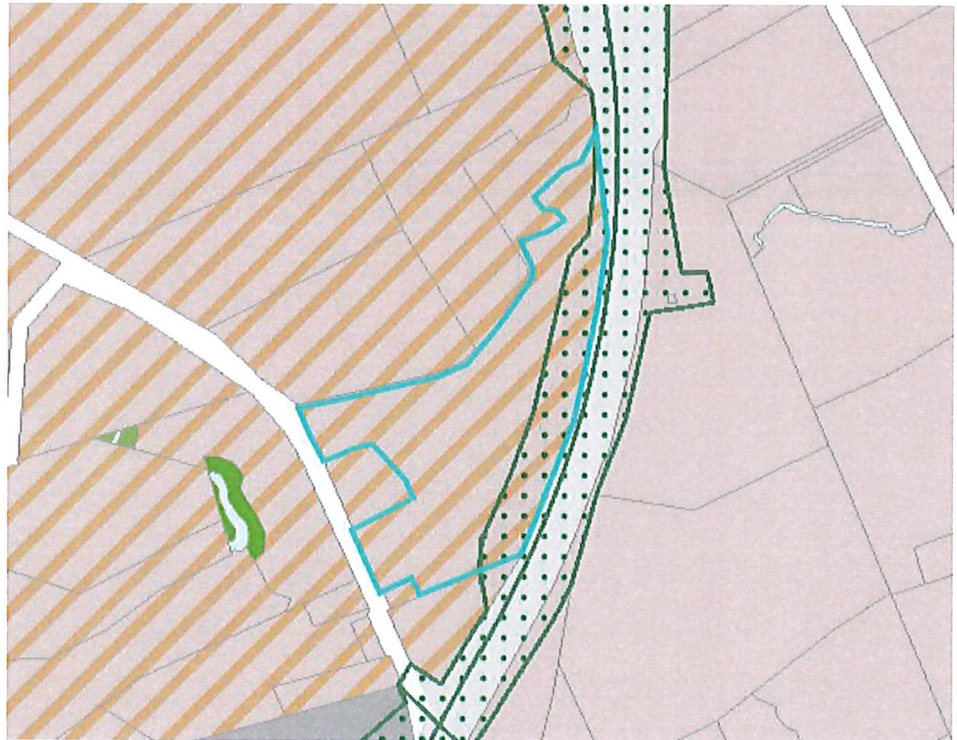


Figure 1: AUP GIS map showing the Site's zoning and Site boundary overlaid with the proposed designation boundaries (green dotted notations).

7. The Site is currently used for rural productive purposes including the storage of farming, agriculture and earth moving equipment.

8. VTL was granted building consent by Auckland Council (**Council**) on 15 February 2024 to construct a new steel framed implement shed. The approved building plans set the shed back from SH1 and the Site's overland flowpath. The shed is now constructed.
9. As notified, the designations run through the centre of the now completed shed, enabling the construction of a proposed swale and shared user path within the designated width as shown in Figure 2 below. The works enabled by the designations and the constructed shed cannot co-exist.

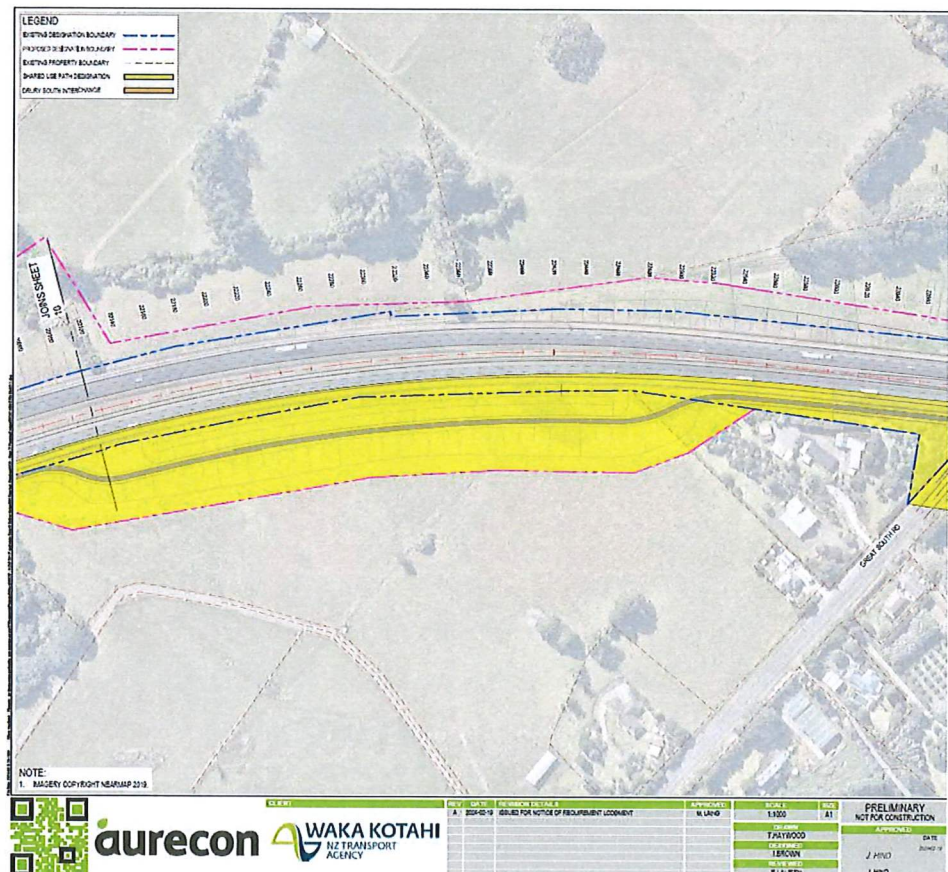


Figure 2: Extract from Designation Layout Sheet 11 (Drawing 506207-0530-DRG-NN-5211 Rev A) showing the proposed SUP designation boundary (yellow notation) and the proposed alteration to existing designation (pink notation) over the Site. I note the base aerial map used is an older aerial which does not show the shed on the Site.

VTL's Submission

10. VTL submission relates to the NORs in their entirety as they affect the Site, with a specific focus on the designation extent and proposed alignment of the project's swales and shared user path located within the Site's boundary.
11. While VTL is generally supportive of the proposed Papakura to Bombay project, VTL **opposes** the extent and alignment of the NORs as it relates to the Site and building located within that property.
12. The presence of existing designation 6700 was a determining factor in the final location of the shed which was deliberately setback from that designation boundary.
13. Building consent to construct the shed was given on 15 February 2024. A few days after that consent issued, NZTA lodged its application for the NORs on 19 February 2024. The NORs were not notified until 14 June 2024 at which time the shed construction was well advanced.
14. In addition to affecting a significant portion of the Site, the notified designation extent and alignment of works enabled by the NORs will require the removal of the brand-new shed.
15. VTL has gone to considerable length and expense to design, locate and consent the implement shed in its current location, well setback from SH1. Its removal will require considerable additional cost and the extent of designation on the Site will render a significant portion of the Site unusable for VTL.
16. The Site's unusual geometric shape combined with the single metalled access way, extent of overland flow path and significant designation extent will render much of the Site unusable for its zoned purpose and the intended use of the Site envisaged by VTL.
17. The loss of usable land on the Site as well as the loss of use of the constructed shed will result in significant adverse effects on the use of the Site which VTL say have not been appropriately considered by the Assessment of

Environmental Effects (AEE). VTL also considers there to have been an inadequate consideration of alternatives with respect to the shared user path traversing private property.

18. VTL considers that the proposed swales and shared user path can be achieved and accommodated either further to the north of the Site or through the imposition of a reduced designation extent that avoids the constructed shed. VTL would encourage the revisit of the notified designation extent on the Site and the open discussion of how an alternative option could better achieve the project's outcome which has lesser impacts on the Site.
19. In addition to seeking a revision to the designation extents and proposed location and alignment of the NORs (including swales and the shared user path), VTL seeks:
 - a. Specific provision for early land acquisition and/or compensation in circumstances where it is confirmed that land or buildings are required for the project;
 - b. A requirement for the designations to be periodically reviewed (i.e. every 5 years) prior completion of construction;
 - c. Strengthened conditions relating to land integration, stakeholder and communications management, urban design and landscape management and flood hazard management; and
 - d. Specifically in relation to NOR 4 that the proposed lapse date be reduced from 20 years to 15 years.

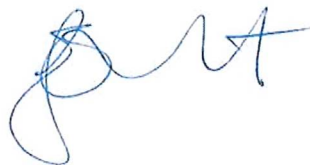
Relief Sought

20. VTL seeks that Council recommends NOR 2 and NOR 4 be **refused**.
21. Alternatively, if the recommendation is to approve the NORs, that they be amended to:

- a. Avoid adverse effects on established activities and buildings on the Site by reducing the width of the NORs;
 - b. Avoid adverse effects on established activities and buildings on the Site by relocating, redesigning or realigning the NORs to avoid existing buildings;
 - c. Strengthen the proposed conditions to address the particular issues raised by VTL above; and
 - d. Any other relief required to achieve the outcomes sought in this submission.
22. VTL wishes to be heard with respect to its submission.
23. If others make a similar submission, VTL will consider presenting a joint case with them at hearing.

Signature:

Rebekca Kelsey Vernon, Cameron Graham
Vernon and CG Vernon KW Trustee Limited
by their authorised agent:



Jeremy Brabant

Date:

15 July 2024

Address for service: Jeremy Brabant / Shannon Darroch
Foundry Chambers
Level 4, Vulcan Building
Cnr Queen Street and Vulcan Lane
PO Box 1502, Shortland St
Auckland

Mobile: 021 494 506 / 021 077 8497

Email: jeremy@brabant.co.nz
shannon@brabant.co.nz

Appendix 4

13 Submissions on NoR 3

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Fortysouth Group LP
Trading as Fortysouth
Private Bag 92161
Auckland, 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
PO Box 91362
Victoria Street West
Auckland, 1142

One New Zealand (One NZ)
Private Bag 92161
Auckland, 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland, 1010

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency (NZTA) for Stage 2 transport projects between Papakura and Bombay in Auckland:

- Papakura to Bombay (P2B) Project Stage 2 NoR 1: Alteration Designation 6706 State Highway 1 – Takanini to Drury (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 2: Alteration Designation 6700 State Highway 1 – Drury to Bombay (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 3: Alteration Designation 6701 State Highway 1 – Bombay (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 4: Shared User Path (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 5: Drury South Interchange Connections (Waka Kotahi NZ Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to Network Utility Operators.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall P2B package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Agreed conditions from other Notices of Requirement (NoR) around the region as part of the various Supporting Growth Alliance (SGA) packages have not carried through into these NoRs.

The Telecommunications Submitters **oppose** the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The organisations collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also crucial for supporting social and economic wellbeing and measures to reduce travel demand. The services

provide opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy.

The equipment used to deliver this is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. The design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable than trying to retrofit necessary telecommunications/ broadband infrastructure later due to disruptions and/ or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows and is outlined in more details viewable in **Appendix A**:

- Fortysouth Facility: Telecommunication pole by the Ramarama Off Ramp in NoR 1 (supporting both Spark and One NZ network and 2degrees is actively sharing One NZ antennas)
- Connexa Facility: Pole located along the Auckland southern motorway Bombay in NoR 2 (supporting Spark network)
- Connexa Facility: Pole located by 1 Bombay Road in NoR 4 (supporting 2Degrees network)
- Chorus has extensive fibre and copper lines networks throughout the project area.
- Chorus and Spark have existing cables running down east side of motorway. Purple lines on the attached map show the route.

Mobile operators are progressively rolling out roadside equipment and fibre routes in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators may need to integrate necessary services into infrastructure projects such as transport projects. This is especially significant for future development relative to the introduction of advanced technology such as 5G infrastructure, which will be crucial to transport infrastructure as well as adjacent development. This is essential to allow the public to maintain digital connectivity and enable equal opportunities through access to new technology.

It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. As described through the examples given below, this process does not always run smoothly. Previously, Spark, 2degrees and Vodafone (now One NZ) had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully

project in the Wellington Region to install services to provide telecommunications coverage. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting, it proved to be very challenging to try to incorporate necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators. This had been part of the detailed design phase of the project to identify opportunities to enable the development of new network utility including telecommunications infrastructure where practicable to do so¹.

Satisfactory outcomes on conditions have been agreed recently for Auckland Transport and Waka Kotahi who agreed to amend their proposed Network Utility Management Plan (NUMP) conditions to involve network utility operators during the design phase, whilst Waka Kotahi agreed to a Network Utility Integration condition for the SGA North Package of projects in lieu of the Land Integration Process condition used on Auckland Transport Designations.

All NoRs in this project include a NUMP condition in the construction conditions (CC.6 for NoR 1 and CC.8 for NoR 2-5), which is not the same as the previously and recently agreed upon NUMP condition wording for the other abovementioned SGA projects. The NUMP conditions used in the P2B project NoRs do not include the following clause:

(x) the development of the NUMP shall consider opportunities to coordinate future work programmes with other network utility operator(s) during detailed design where practicable.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, it is reasonable for there to be provisions to ensure the matter is properly considered during the design phase through consultation with network utility operators as it sets appropriate expectations and ensures these opportunities are properly explored. This facilitates proper consideration of making provision for communications infrastructure that support the function of the roads and/or serves adjacent growth. This should be a consideration distinct from protecting or relocating existing network utilities impacted by the project which has previously been the focus of conditions to manage network utilities.

¹ East West Link Condition NU2, W2W Condition 24A

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the Requiring Authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design.

The Assessment of Environmental Effects (AEE) for each notice sets out the relevant utility providers who have assets within and around the proposed designations and is listed in the Engagement section. Chorus, Spark, 2degrees, and One NZ are listed. However, Connexa and Fortysouth are not, despite having existing infrastructure within and around the proposed designated boundaries, and who have now acquired most of the fixed mobile assets of Spark, 2degrees, and One NZ. Therefore, it is a concern that the various companies will potentially not be properly consulted as part of the NUMP development and project design in the absence of suitable conditions.

Network Utilities Integration (NUI)

The P2B NoRs lodged by Waka Kotahi did not include a condition for Network Utilities Integration, despite previously agreeing to and including this within the SGA North Waka Kotahi NoRs for the hearings.

The exclusion of an NUI condition creates a potential lack of integration and dialogue between the project teams and existing infrastructure providers such as the Telecommunications Submitters. The proposed condition will promote effective collaboration and proper exploration of opportunities with regard to future infrastructure requirements being incorporated into these projects. The Telecommunication Submitters are seeking relief in the form of a satisfactory NUI condition (equivalent to the condition as previously included within the SGA North NoRs) to be included within the 5 Waka Kotahi NoRs for the P2B project, or an alternative condition of like effect in regard to addressing the issues raised by the Telecommunications Submitters.

The Telecommunications Submitters seeks the following decision from the Requiring Authorities:

Amend the NUMP condition for each notice of requirement, as follows:

Network Utility Management Plan (NUMP)

(a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.

- (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.*
- (c) To achieve the purpose, the NUMP shall include methods to:*
 - (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;*
 - (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;*
- (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.*
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.*
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.*
- (x) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.*

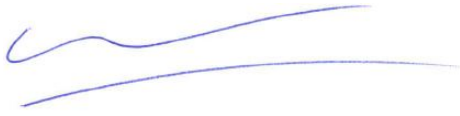
Add a NUI condition equivalent to that proposed for the North Transport Projects between Albany and Orewa designations by Waka Kotahi designations to properly identify and engage with relevant telecommunication network utility operators as part of project design.

Network Utilities Integration

- (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.*

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.



Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)

Date: 26 June 2024

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Appendix A

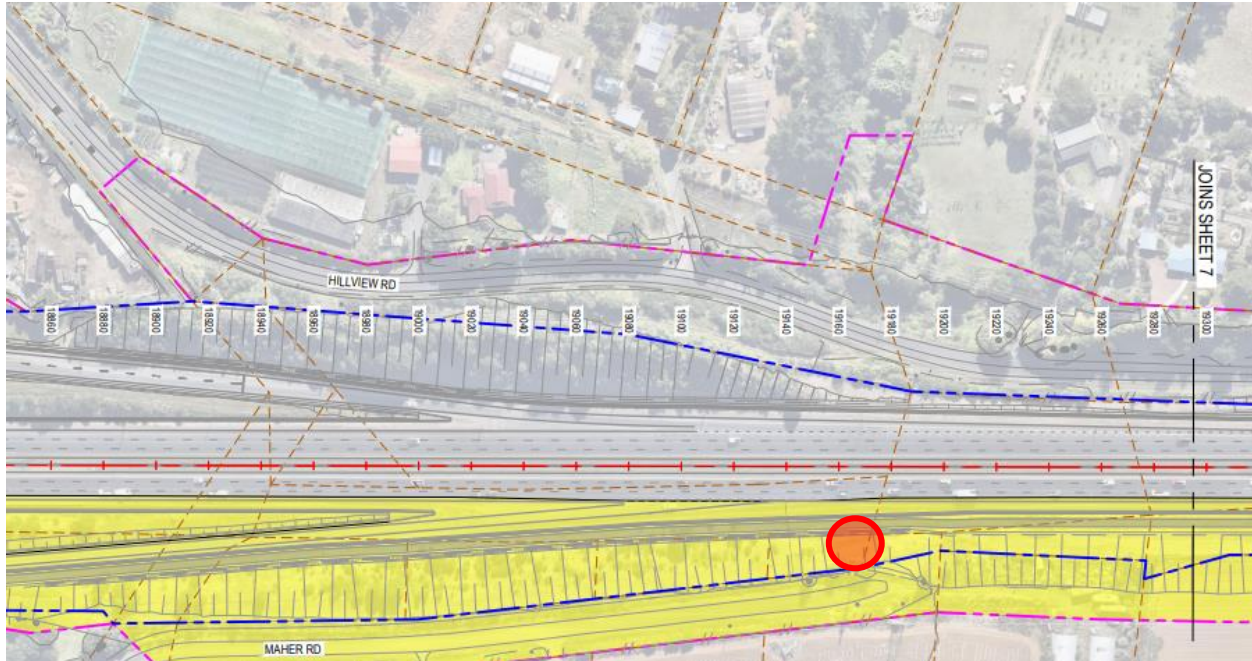
Impacted Telecommunication Facilities

Existing Telecommunication Sites Impacted

Fortysouth

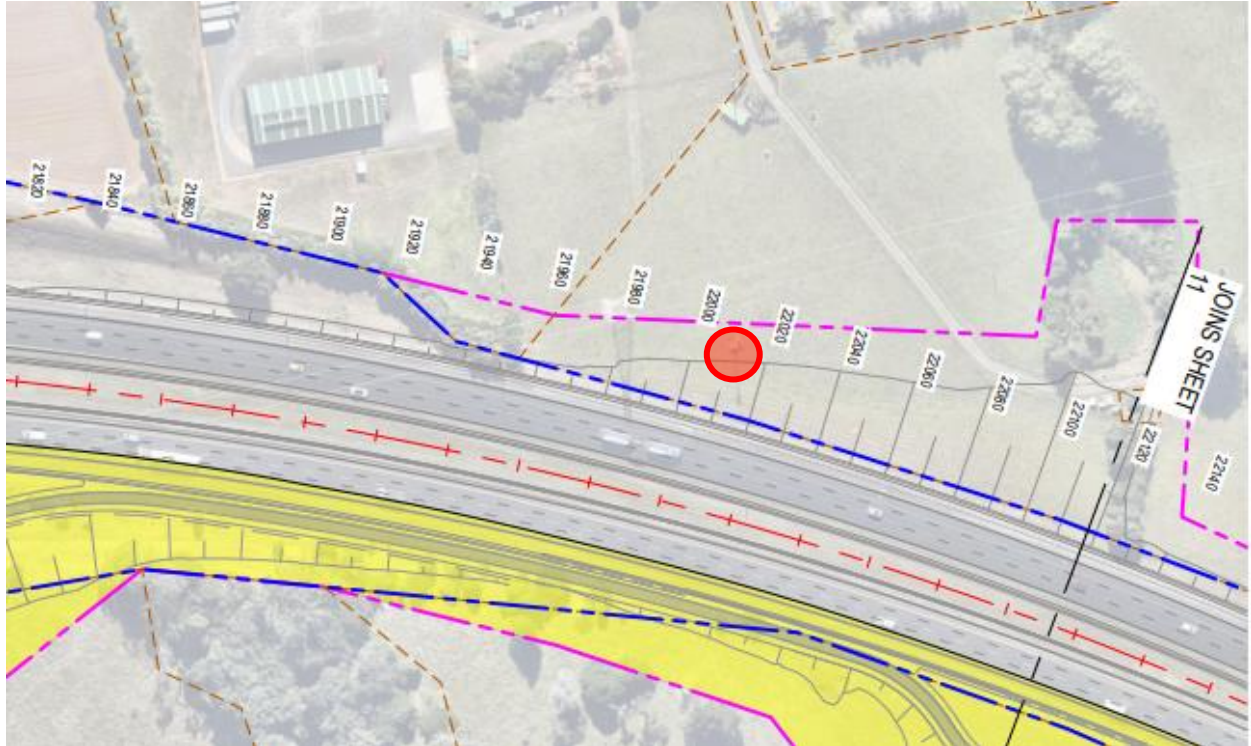
NoR 2 & 4 – Papakura to Bombay (P2B) Project Stage 2. 6700 SH1 – Drury to Bombay/ Shared User Path (Waka Kotahi NZ Transport)

- Pole located along Auckland Southern Motorway, by Ramarama Off ramp (supporting One NZ and Spark antennas, and 2degrees actively sharing the One NZ antennas)



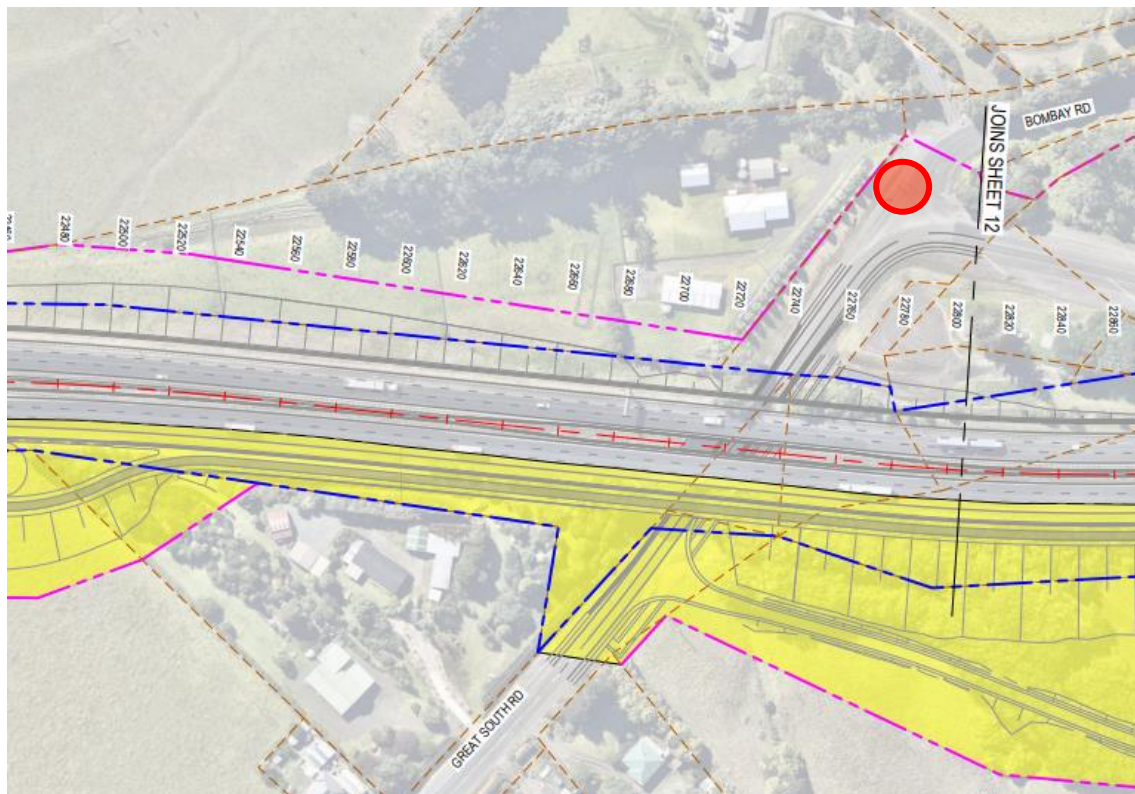
Connexa**NoR 2 – Papakura to Bombay (P2B) Project Stage 2. SH1 Drury to Bombay (Waka Kotahi NZ Transport)**

- Pole supporting Spark antennas



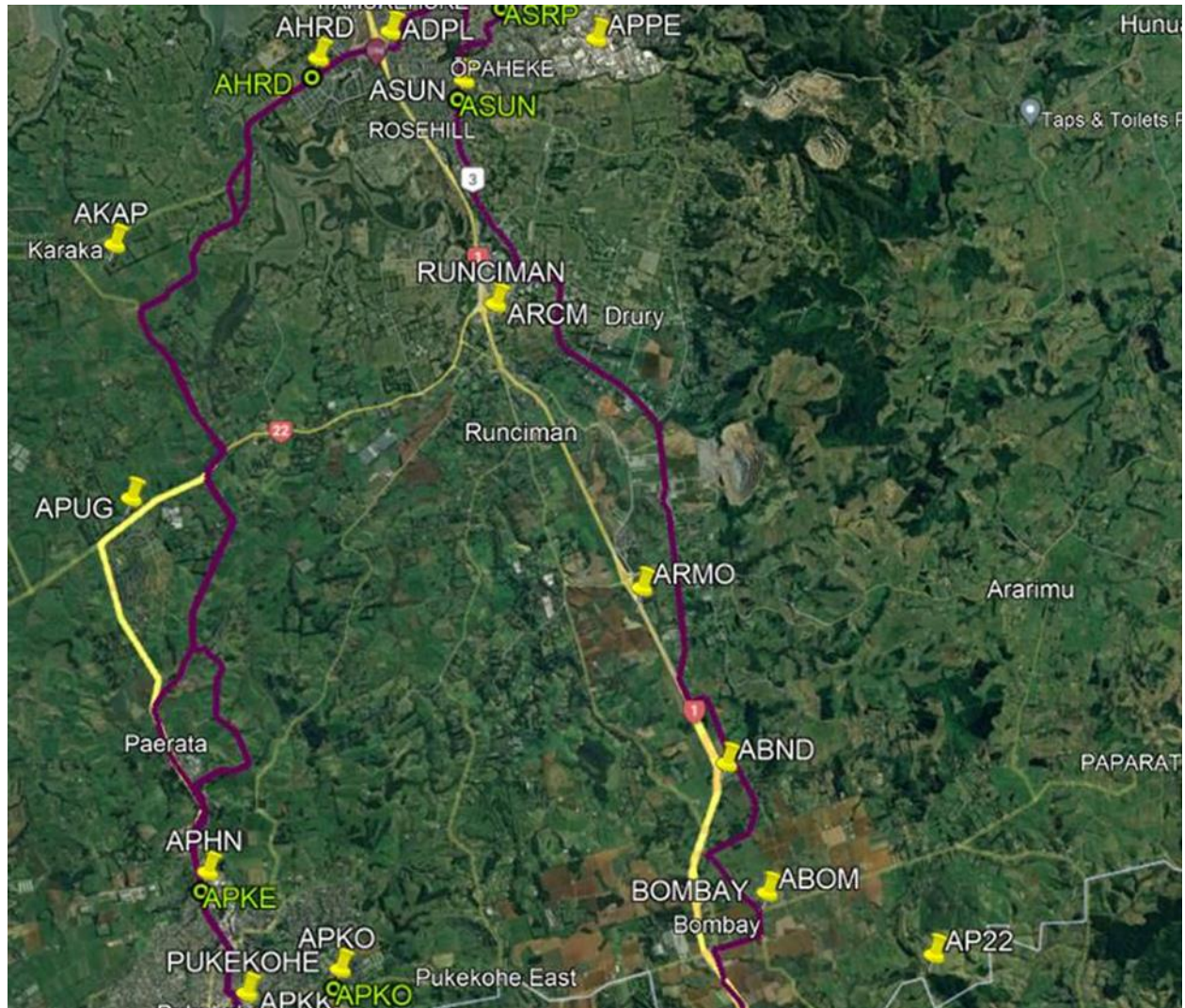
NoR 3 – Papakura to Bombay (P2B) Project Stage 2. SH1 – Bombay (Waka Kotahi NZ Transport)

- Pole located on 1 Bombay Road (supporting 2degrees)



Chorus and Spark

- Chorus and Spark existing cables running down the East side of the motorway. This is shown as the purple lines.



The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Matthew John Waring

Organisation name:

Full name of your agent:

Email address: Mattwaring01@gmail.com

Contact phone number: 02108296685 021825696

Postal address:
21 Pekepeke Lane
Ramarama
Auckland 2579

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Alteration Designation
6701 State Highway 1 – Bombay (NoR 3)

The specific provisions that my submission relates to are:
Submission relates to the named property 21 Pekepeke Lane. Detailed in the submission is the financial and mental stress the changes will have on the homeowners of 21 Pekepeke Lane. Along with investigations into the planned work, and objections to the noise and machinery proposed to undertake works.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
Detailed in the attached.

I or we seek the following recommendation or decision from Auckland Council:
We seek to have a response to compensation requests.

Submission date: 14 July 2024

Supporting documents
Submission to Auckland council (1).pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

Submission to Auckland Council

This is the proposed plan of action we have received from Waka Kotahi Auckland Transport. Stating they plan to use special authority under section 167 RMA to designate land previously held by Auckland Council and use this land to carry out extensive motorway expansion at the cost of excessive noise, excessive Vibration, undue stress, increased risk to serious health conditions and financial hardship.

Having worked hard to realise this dream, we completed the construction of our first home together in early 2023. During the purchase of this home, we took great care to future-proof the purchase, researching flood paths and researching in detail Auckland Council's plans for any land developments. We hired professionals to conduct this research on our behalf. Based on the results, we were informed that there would be no upcoming plans to alter the motorway or the surrounding land. Having communicated with both NZ Transport and Auckland Council, it is now apparent why this was left until the last chance to condition this project, allowing Auckland Council to claim that they had no prior knowledge of this development.

Due to reading online that there would be changes to the motorway, our house has now been included in documents relating to the development. As we read further, it was audacious to find out that Waka Kotahi claimed to have been involved in negotiations and to be in contact with landowners regarding these plans, however, we have not heard from them and neither have our neighbours. Our disappointment followed when we arrived home to find a couriered document attempting to notify us of these plans earlier that day (Monday 18th of June 2024) in our letterbox. Additionally, the plans have been open for submission since February 2024, but we were not notified and given three weeks to oppose them.

As discussed in this submission we will identify our areas for concern and disagreement with the proposed changes, along with an outline of the financial hardship we will endure under this plan, and options in which Waka Kotahi will need to consider in terms of compensation to us.

We have been informed that we will be unable to enjoy the exterior of our property during the duration of the upcoming construction project due to excessive noise. Specific information has been provided regarding vibrations that are particularly worrisome, and there is currently no proposed plan to address or minimize potential damages. These vibrations pose a significant risk of causing considerable harm to our property, relating to "Table 4-11" potentially leading to us being compelled to vacate our residence when the vibration levels become intolerable, as described will be a real likelihood of advancing past the conservative estimates proposed. There has been no contact to discuss these significant changes to our property that will affect the enjoyment of our property going forward, the future resale value of our property that will cause us significant hardship both financially and physically due to the chronic illness we both suffer from. We wish to be brought out as we can no longer list our property for sale in good faith without potential buyers finding this information online and affecting their decisions to purchase our property. More information on the financial hardship we will find ourselves is detailed in this submission.

Notice of Requirement for Alteration of a Designation Under Section 181 of the Resource Management Act 1991 To: Auckland Council PO Box 92300 Victoria Street West From: NZ Transport Agency Waka Kotahi PO Box 106602 Auckland 1143 Pursuant to Section 168 of the Resource Management Act 1991 (RMA) NZ Transport Agency Waka Kotahi (NZTA) gives

notice of a requirement to alter a designation. NZTA is a network utility operator approved as a requiring authority under Section 167 RMA. The relevant Gazette Notices are:

- Resource Management (Approval of Transit New Zealand as Requiring Authority) Order 1992 (NZ Gazette, Notice Number 1994-go1500) – and refer Schedule 2, Clause 29 of the Land Transport Management Amendment Act 2008 which confirms that the order applies to New Zealand Transport Agency – these confirm the New Zealand Transport Agency as a requiring authority for the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment, and alteration) of any state highway or motorway. The legal name for NZTA as a Requiring Authority is the New Zealand Transport Agency. When the designation is confirmed, the name of the Requiring Authority to be recorded in the district plan is the 'New Zealand Transport Agency.' Throughout this form, Papakura ki Pukekura – Papakura to Bombay Project is referred to as "P2B Project" and Stage 2 (formally known as Stage 2 and 3 under P2B) of Papakura ki Pukekura – Papakura to Bombay Project is referred to as "the Project." The designation to be altered, and the nature of the alteration is as follows: The designation to be altered is designation reference 6701 in the Auckland Unitary Plan Operative in Part (AUP: OP). The Requiring Authority listed for the designation in the District Plan is New Zealand Transport Agency. The purpose of the designation is for Motorway. The nature of the alteration is:

- A change to the boundary of the designation; and
- The addition of conditions related to the construction, operation, and maintenance of the designation. The site to which the requirement applies is as follows: The area of the proposed designation alteration is shown on the Designation Plan(s) included in Attachment A of this Notice. The requirement applies to an area of land of approximately 27.22 hectares located from the SH1 over-bridge located at Great South Road, Bombay to the existing Bombay/Mill Road Interchange. The requirement applies to seven land parcels. The land directly NOTICE OF REQUIREMENT FOR A DESIGNATION OF LAND // 3 affected by the requirement is identified in the Schedule of Directly Affected Property included in Attachment B of this Notice. The nature of the proposed work is: The proposed work to be undertaken within the area of the proposed designation alteration is alterations to State Highway 1 (SH1) to provide widening of the existing SH1 corridor and to accommodate the future upgrades to the SH1 network. The proposed work is described in Section 3 of the accompanying Assessment of Effects on the Environment (AEE). In summary, the proposed work includes:
 - Widening the existing SH1 corridor; and
 - Accommodating the future upgrades to the SH1 network. This includes safety improvements such as upgrading interchanges, widening shoulders, new barriers, additional lighting and the construction of stormwater infrastructure.

The list of adverse effects stated in the plan during construction are

The potential adverse effects during the construction and operational phases of the proposed work for NoR 3 are assessed in the Sections 10.3 to Section 10.12 of the AEE, and discusses the following themes:

- Noise and Vibration Effects and Mitigation (Section 10.4);
- Ecology Effects and Mitigation (Section 10.5);

- Existing Utility Effects and Mitigation (Section 10.10);
- Property Effects (Section 10.11); and

As stated in the document I disagree with the consent to allow land zones to be changed to allow extra noise tolerances to be included.

PAPAKURA TO BOMBAY STAGE 2 ASSESSMENT OF NOISE AND VIBRATION OF EFFECTS
Reference: 506207-0590-REP-NN-0187 Revision: A 16/02/2024

4.1.1 Noise The construction noise conditions of Designation 6706 are those normally applied to State highway projects and are discussed in more detail below. The criteria and approach are appropriate for this entire Project and have been applied. Construction noise is assessed against NZS 6803:1999 Acoustics – Construction Noise. This standard is referenced in the AUP and the NZTA “State Highway Construction and Maintenance Noise and Vibration Guide”, V1.1, August 2019 (the NZTA Guide), as well as Designation condition CNV.2 of Designation 6706. NZS 6803 sets lower noise standards for long duration works of more than 20 weeks, and Stage 2 would fall into this duration.

This is backed up by testing done stating that states

Table 3-1 Noise level survey results

Table 3-1 Noise level survey results

Survey Location / Period	Location reference	Time	dB L _{Aeq(T)} ¹	dB L _{A90} ²	dB L _{AFmax} ³	Measured noise level dB L _{Aeq(T)}	Derived noise level dB L _{Aeq(24h)} ¹
Long duration survey results							
1823 Great South Road (12 Oct – 25 Oct 2023)	MP4	0630 – 0730 0730 – 1800 1800 – 2000 2000 – 0630	66 67 64 62	58 60 56 44	82 93 91 90	-	65
199 Hillview Road (16 Oct – 25 Oct 2023)	MP3	0630 – 0730 0730 – 1800 1800 – 2000 2000 – 0630	59 58 56 54	51 52 50 42	84 90 82 84	-	57
Short duration survey results (25 Oct 2023)							
34 Maher Road	MP2	1435 – 1441	53	50	65	53	51
72 Harrison Road	MP1	1502 – 1517	59	57	68	59	57

¹ – logarithmic average

² – arithmetic average

³ – highest level

I believe the standard for noise should remain in place for works longer than 20 weeks. The testing showed the majority of noise was within the 50 – 60 dB range and a few outlying results in the 70s and 80s. NZ transport are trying to change the zone to allow for 75 dB LAFmax at a conservative estimate. I have derived this from their information where conservative estimates of machinery noise outputs ranges from 120 dB LWA to 100 dB LWA for retaining wall construction, earthworks, Bridge foundations (piling), Concrete foundations and structures, Pavement construction (road), Pavement construction (SUP) and Yard activities as per Table 4-5 Construction Equipment Noise Levels and Activity Noise Levels. As stated in the APPROVED CODE OF PRACTICE FOR THE MANAGEMENT OF NOISE IN THE WORKPLACE

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 Department of Labour
 Wellington
 New Zealand
 First Edition: September 1996
 Revised: October 2002
 OSH 3280
 ISBN 0-477-03666-X

A.2.2 Regulation 11 — Noise

Regulation 11 of the Health and Safety in Employment Regulations 1995 requires employers to take all practicable steps to ensure that no employee is exposed to noise above the following levels:

- (c) Eight-hour equivalent continuous A-weighted sound pressure level, $L_{Aeq,8h}$, of 85 dB(A); and
- (d) Peak sound pressure level, L_{peak} , of 140 dB

This refers to the government's standards for employees to be exposed to noise over 75 dB for no more than eight hours at a time. But this will be experienced in our lounge and bedroom.

Due to the road layout of Maketu road there's no vehicle access, meaning all our garages face onto Pekepeke Lane. Contrary to how it has been stated in section 3.1

"In addition to designing houses appropriately, the layout of the subdivision and individual houses will influence the degree of effect from road traffic noise. Where subdivisions include a buffer zone such as an open space area adjacent to SH1, or where non-sensitive uses are facing SH1 (e.g. garages and bathrooms), then the effects from the existing (and future) traffic noise levels is reduced."

We do not have bathrooms or garages between our main living spaces and main bedrooms. Our developer told us nothing of these upcoming plans and our subdivision has not made any adjustments to accommodate this project since neither the developer or designer had any foresight this would become an issue.

Table 4-5 Construction Equipment Noise Levels and Activity Noise Levels

Activity	Plant type	Sound power level (dB L _{WA})	Activity Sound Power Level (dB L _{WA})	Distance at which compliance with day-time limit (75 dB L _{Aeq}) is achieved without noise barriers (m)
Retaining Wall Construction	Vibration piling rig	120	107	25
	Rotary Piling Rig	111		
	Concrete trucks	107		
	Crane	106		
	On road trucks	100		

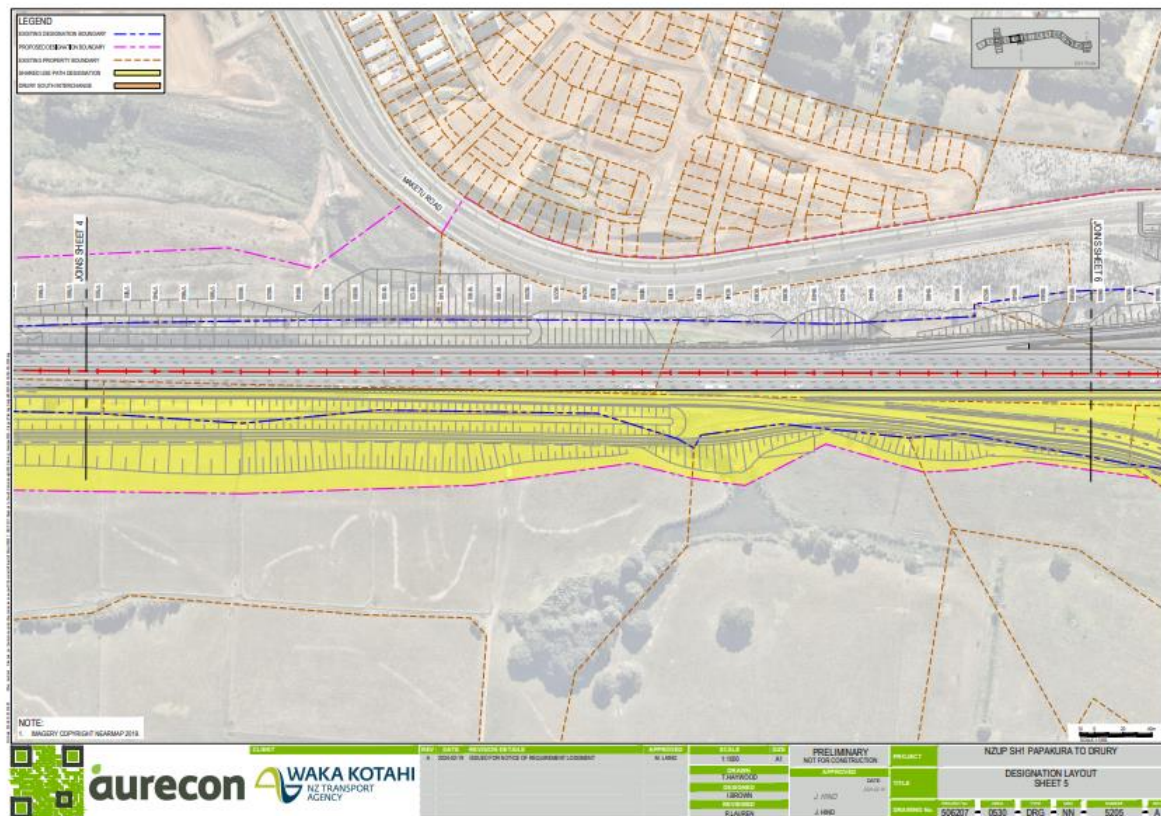
Activity	Plant type	Sound power level (dB L _{WA})	Activity Sound Power Level (dB L _{WA})	Distance at which compliance with day-time limit (75 dB L _{Aeq}) is achieved without noise barriers (m)
Earthworks	Dump truck	106	115	50
	Hydraulic excavator	113		
	Bulldozer	114		
	Compactor	112		
	Water truck	105		
Bridge foundations (piling)	Rotary piling rig	111	111	35
	Concrete trucks	107		
Concrete foundations and structures	Crane	106	110	30
	Concrete pump	100		
	Vibratory pokers	114		
	Concrete trucks	107		
Pavement construction (road)	Vibratory roller	108	110	30
	Water trucks	105		
	Paver	113		
	Road rollers	106		
	Asphalt delivery trucks	108		
Pavement construction (SUP)	Vibratory roller	113	108	25
	Water trucks	106		
	Paver	108		
	Delivery trucks	108		
Yard activities	Vehicle movements	102	100	10
	Material handling	105		
	Administration area	50		
	Workshop	80		

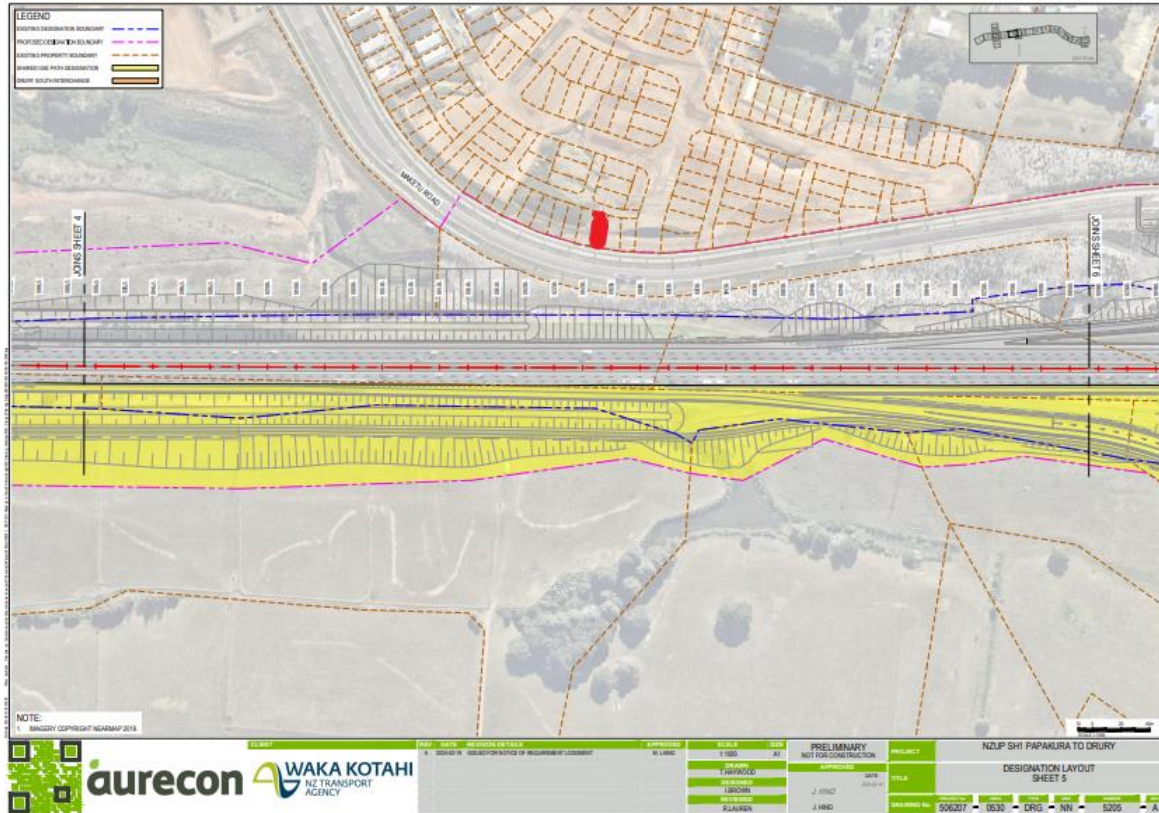
These machines also state they require a minimum of 20 metres distance to some needing 50 metres distance to bring those high db lwa into the 75 db Lwa limit. Our house is well within that 25 metre zone as per

Table 4-6

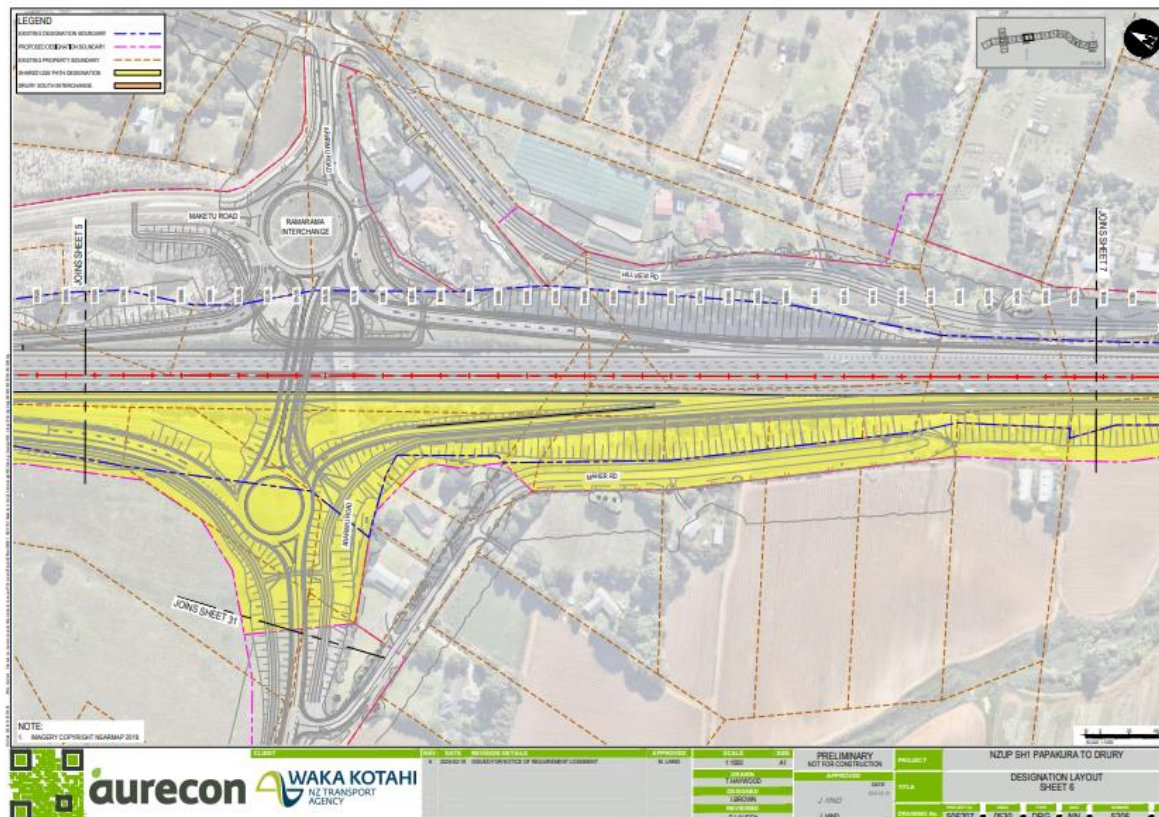
Table 4-6 Buildings at which works may exceed the noise standards without noise barriers

Address	Address
88 Ararimu Road	7 McEldownie Road
1 Bombay Road	187, 188, 203, 1-5/216 Mill Road
1121, 1246, 1255, 1279B, 1823, 1875, 1940, 1974, 1998, 2038 Great South Road	17, 19, 21, 23, 25, 27 Pekepeke Lane
65 Harrison Road	11 Piwaiwaka Lane
33, 85, 151, 177, 199, 352 Hillview Road	10, 296 Quarry Road
6, 34, 44 Maher Road	25 Tegal Road





Our house located 21 Pekepeke Lane in red.



With the majority of these works requiring night time works this will be extremely disruptive for an extended timeframe. As quoted "The following Table 4-6 summarises the number and approximate location of buildings that may receive noise levels exceeding the relevant noise criteria (refer to section 4.1.1 of this report, from earthworks, without noise barriers in place. Most exceedances will be marginal; nevertheless, noise levels are predicted to be high"

4.2.5.1 Daytime Noise levels affect people in their place of residence or work. Construction noise is inherently higher than ongoing operational noise, which is reasonable due to its limited duration. Generally, construction noise is assessed in relation to people inside buildings. It is assumed that people will choose to not spend any extended periods in an outdoor area next to high noise construction activities. It is also assumed that people will keep their windows and doors closed to reduce internal noise levels. Generally, New Zealand dwelling facades reduce noise levels by 20 to 25 decibels. We have assumed conservatively a noise level reduction of 20 decibels, though any new dwellings would achieve 25 to 30 decibels noise level reduction. How people may react to the noise levels predicted is shown in Table 4-7.

This states we will be unable to enjoy the outside of our new home purchased 1 year ago. We will be forced to live with the windows closed. Face to face conversations would require raised voices. In a residential context, people may actively seek respite if these levels are sustained for more than a period of a few hours. Concentration would start to be affected, continuing office work would be difficult and may become unproductive. This is a conservative estimate to what noise levels would be approaching on a regular night time operation and easily more likely 80 to 90 Hearing protection would be required for prolonged exposure (8 hours at 85 dB) to prevent hearing loss. Sounds above 90 decibels (Decibel-dB or dBA- a measurement of the loudness or strength of sound vibration) may cause vibrations intense enough to damage the delicate sensory cells of the inner ear, especially if the sound continues for a long time. This is proven again by Table 4-8 noise levels in bedrooms of dwellings External Noise Level (dB LAeq)

Table 4-8 provides guidance on the potential night-time effects inside sensitive spaces, depending on the external noise level and façade glazing type. The potential effects are colour coded as follows:

- Typically acceptable
- Sleep disturbance for some occupants
- Sleep disturbance for most occupants

Table 4-8 Night-time noise levels in bedrooms of dwellings

External Noise Level (dB LAeq)	Estimated Internal Noise Level (dB LAeq)			
	Sealed glazing	Openable windows (modern building)	Openable windows (older style building)	Open windows
70 – 75	40 – 45	45 – 50	50 – 55	55 – 60
65 – 70	35 – 40	40 – 45	45 – 50	50 – 55
60 – 65	30 – 35	35 – 40	40 – 45	45 – 50
55 – 60	25 – 30	30 – 35	35 – 40	40 – 45
50 – 55	20 – 25	25 – 30	30 – 35	35 – 40
45 – 50	15 – 20	20 – 25	25 – 30	30 – 35

I believe this is unacceptable to be expected to live this way. Temporary noise barriers will do little to mitigate noise and these conservative predictions do not protect property owners who now have no choice but to be exposed to these ongoing sound risks throughout the construction processes. The stated plans list that when the first step cannot be met, they will move to step two of the noise and vibration plan the difference between step one and step two are vastly different. With an increase of 10 dB LAeq this is equivalent to being double as loud so 70 dB LAeq is double as loud as 60 dB LAeq.

Table 5-2 Noise level change compared with general subjective perception

Noise level change	General subjective perception ²
1–2 decibels	Insignificant/imperceptible change
3–4 decibels	Just perceptible change
5–8 decibels	Appreciable to clearly noticeable change
9–11 decibels	Halving/doubling of loudness
>11 decibels	More than halving/doubling of loudness

4.3 Assessment of construction vibration effects

In regards to vibrations experienced throughout the process of these projects the charts have also shown that the vibratory roller and the vibrated pile casings will exceed the Category A both at night and for occupied buildings. Since we both work from home this will cause considerable disruption to our lives and work.

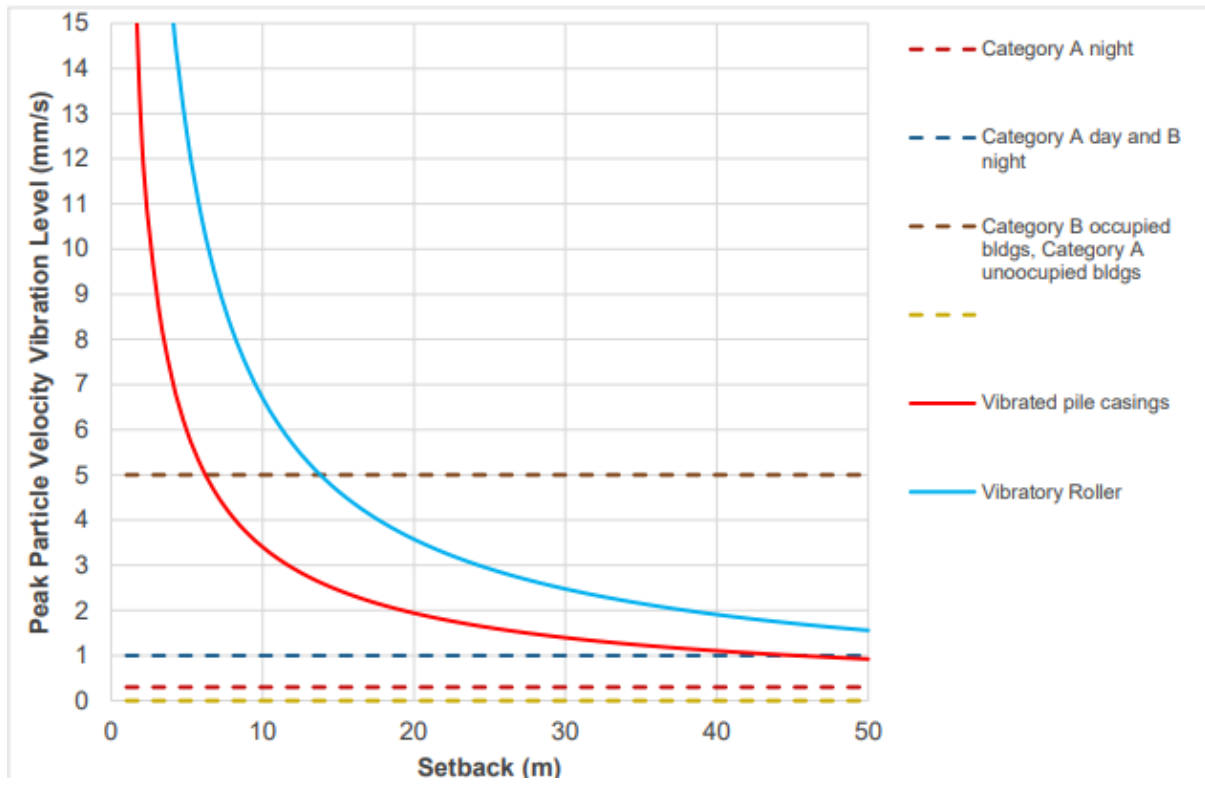


Table 4-11 Vibration effects

Vibration level (mm/s PPV)	Potential effects indoors
0.14	Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.

New Zealand Government

0.3	Vibration might be just perceptible in residential environments This is the AUP limit for construction vibration generated at night-time for sensitive receivers.
1	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents. What people feel would be subject to the source/activity (i.e., continuous motion or a one off event) and associated frequency (i.e., fast or slow vibration), but could include a steady vibration from sources such as vibratory compaction, or a small jolt such as from the movement of a large digger. Vibration at this level could rattle crockery and glassware. Sleep disturbance would be almost certain for most people.
2	Vibration would clearly be felt in all situations. Can be tolerated in indoor environments such as offices, houses and retail, where it occurs intermittently during the day and where there is effective prior engagement. This is the AUP limit for occupied buildings for construction projects generating vibration.
5	Unlikely to be tolerable in a workplace or residential environment without prior warning and explanation. If exposure was prolonged, some people could want to leave the building affected. Computer screens would shake, and light items could fall off shelves. This is the AUP limit for construction activities generating vibration for three days or less between the hours of 7:00 am – 6:00 pm
10	Likely to be intolerable for anything more than a very brief exposure.

For dwellings where the category A (amenity) criteria are predicted to be exceeded, residents may be disturbed by vibration if no prior notification is given. We recommend timely engagement to avoid such situations. It is noted, however, that vibration inducing equipment generally moves along the alignment, i.e. vibration levels will not remain high for any length of time.

Table -11 also shows how level 10 is intolerable. Earlier in this document it states that level 10 is intolerable. If Category A vibration standards are not practicably achievable, the focus then shifts to avoiding building damage by applying the Category B standards. If the Category B standards are complied with, then building damage should not occur, as stated in the relevant standards from which the criteria are taken. If Category B standards are predicted to be exceeded, then monitoring of vibration levels should be undertaken during works and, prior to construction commencing, building condition surveys must occur to allow an assessment of and response to any effects. Only very few buildings are in close proximity to the works. This is reflected in the low number of dwellings where (with the conservative safety margin applied) there may be a risk of the daytime Category A criteria being exceeded. This reads

that if Category A is exceeded they will move to Category B then once that is Exceeded they will mitigate complaints with an "expert".

A detailed breakdown of predicted financial hardship

As many New Zealanders, we had a dream to own property and as stated, worked hard to make this dream happen. Our first home is humble, and like many others getting started on the property ladder, the hope is that you buy property to grow its value and when the time comes to move on, you've gained capital in the property to move onto something bigger and better.

Unfortunately, the situation we now find ourselves in due to Waka Kotahi and being named as one of the impacted properties, our dreams of growing capital in this home and investing in something bigger to grow our family have been dashed.

We purchased this home for \$865,000 in May 2023, with a low deposit – leaving ourselves with a mortgage of \$733,494 (equity of \$131,506 in the house). Our intentions with this property were clear: to remain here for five years and upgrade to a bigger property. Within these five years, the forecast (based on economic predictions) was that we'd not only grow more equity in the property through paying towards the mortgage repayments, but the value growth in the house would ultimately leave us in a position to increase our affordability in our next property decisions.

The situation we are now facing is quite different to what we had in mind, and as a result, has caused us significant mental stress since being informed of the plans and having a property that is named as being impacted.

Whichever future scenario plays out, we have lost the value in our home (outside of any Macro and Micro conditions). We would be 'lucky' to get what we paid for it, or the current market value (\$800,000). Any future potential buyer of this home will be able to easily access information about how our property is named as being impacted in the plans and would be opting in to live in a major construction site for an unknown period.

The options we find ourselves in now are either; (1) attempt to sell in the current market and 'get out quick' – leaving us with a potential less than \$100,000 to use towards a new home, which in this market would mean we become renters again as \$100,000 will not go towards any deposit needed for buying a new home. In this option, we lose our dream of home ownership. (2) we work even harder to repay our mortgage and aim to sell in three years where we potentially walk away with \$250,000 – knowing that the value of our home will not increase due to the planned works and must sell at less than market value. This option leaves us with the potential to purchase a home, however, this home will not be an upgrade as planned, and we would be 'lucky' to get a like for like.

As such, the decisions made by Waka Kotahi will be putting us under financial and mental stress for the coming years, and we will be seeking compensation for this.

We see two options that Waka Kotahi could offer us to help towards mitigating the future stress we'd be under.

Option 1: Complete buyout of our home at current market value + \$300,000 to enable to us 'get out quick' and purchase another home without reverting to being renters.

Option 2: \$300,000 in compensation that we can use at our discretion to grow and put towards a deposit to purchase our next home within the next three years. This enables us to purchase a property for around \$ 1.3 million and remain on the trajectory we had for our life, before the changes Waka Kotahi have made.

We look forward to your response.

Matthew and Jessica Waring.

The homeowners of 21 Pekepeke Lane.

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: S J and R E Allen

Organisation name:

Full name of your agent: Mark Benjamin (Mt Hobson Group)

Email address: markb@mhg.co.nz

Contact phone number: 099505107

Postal address:

P O Box 37964

Parnell

Auckland 1151

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Alteration Designation
6701 State Highway 1 – Bombay (NoR 3)

The specific provisions that my submission relates to are:
See the attached submission.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
Please see the attached submission.

I or we seek the following recommendation or decision from Auckland Council:
Please see the attached submission.

Submission date: 15 July 2024

Supporting documents

1972 and 1994 GSR NZTA NOR3 Submission 15 July 2024.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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**SUBMISSION ON A REQUIREMENT FOR A DESIGNATION OR AN ALTERATION TO A DESIGNATION
UNDER THE RESOURCE MANAGEMENT ACT 1991**

To: Attn: Planning Technician

Auckland Council

Private Bag 92300

Auckland 1142

unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: S J and R E Allen

Address: c/- Mt Hobson Group

PO Box 37964

Parnell

Auckland 1151

Attention: Mark Benjamin

Summary of submission

1. This is a submission on behalf of S J and R E Allen (**the Allens** or **the submitters**) on the notice of requirement from the NZ Transport Authority (**NZTA**) for an alteration to the existing State Highway 1 Designation 6701 noted below (**the designation**):

(a) Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6701 State Highway 1 – Bombay (NoR 3) NZ Transport Agency Waka Kotahi (NZTA)
2. The Allens own the land at 1972 and 1994 Great South Road in Bombay as shown on Figure 1 below. 1972 is contained in Record of Title 729014 and has a size of 5.2538ha. 1994 is contained in Record of Title NA38a/408 and has a size of 1.4164ha.
3. The submitters land is shown as being within the altered designation and contains a number of proposed and existing large rural shed buildings which have been, or are in the process of being, consented for a range of rural industrial and rural commercial activities.
4. The submitters **support** the Notice of Requirement to the extent that it will enable upgrades to SH1 between Papakura and Bombay, improving accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of this section of SH1 which is a key national transport corridor.
5. The submitters **oppose** the extent of the NoR designation as notified as it relates to the submitters land, as it has not adequately taken into account existing buildings on the land nor does it suitably consider alternatives to reduce the extent of land take proposed.

6. The submitters seek amendments to ensure that the Notice of Requirement does not adversely affect existing buildings on the land, the carrying out of maintenance and the potential for future site development.
7. The submitters are willing to work with NZTA to provide an agreeable location for the proposed designation and works.
8. The submitters:
 - a. are not a trade competitor;
 - b. wish to be heard at any hearing;
 - c. will consider presenting a joint case with other parties; and:
 - d. agree to participate in mediation or other alternative dispute resolution, and
 - e. would be pleased to discuss the content of this submission with the NZTA and Auckland Council staff.

Trade competition

9. The submitters are not a trade competitor of NZTA for the purposes of section 308B of the Resource Management 1991 (RMA).
10. In any event, the submission does not relate to trade competition or the effects of trade competition.

Background

11. The submitters are the owners of land at 1972 and 1994 Great South Road in Bombay which is significantly affected by the proposed alteration (widening) to the existing SH1 designation in this location.
12. The land is shown in Figure 1 overleaf and is a total of 6.6702ha in size. The relevant legal information is shown in the table below.

Address	Record of Title	Legal Description
1972	729014	Lot 2 DP 351978, ALLOT 381 Parish MANGATAWHIRI DISTRICT, Lot 1 DP 460803
1994	NA38A/408	Lot 1 DP 47888



Figure 1: Aerial image of site. Source: GIS

13. The Figure 1 GIS aerial above does not accurately show the current development on the application site, with the aerial photo in Figure 2, overleaf, more accurately showing the existing development on the land. These buildings are shown in more detail on the plan in **Appendix 1**.



Figure 2 - more recent aerial view

14. The land is not subject to the current 6701 Designation.
15. The site is occupied by a rural commercial/industrial development which provides premises for a range of rural industrial and rural commercial service activities.
16. This business has been developed by the submitters on the land over the past 10 or so years with a significant investment on the site in terms of buildings, infrastructure, roading and services. Substantial riparian planting has been and continues to be undertaken on the land.

17. As can be seen in Figure's 1 and 2 above, the property contains several buildings proximate to the motorway on the western side of the land. There are also various areas of concrete and metaled yards around the property.

Submission

18. The submitter supports the intent of the NoR but opposes the location and layout of the proposed NoR on its land.
19. The designation will result in the loss of approximately 3,250m² of the submitters site.
20. The Allen's consider that the proposed NoR location does not adequately take into account existing buildings and features on the site which need to be maintained to allow the site to continue to operate for its authorised purpose.
21. The submitter considers that the amount of land to be taken is disproportionate for the addition of one lane to the motorway in this location, that there are alternative options available that would reduce the impact on it and that changes should be made to the location of the designation on the land and the proposed works.
22. Figures 2 and 3 below are excerpts from the application materials, showing the general layout of the designation and the general arrangement of proposed works as they relate to the submitters land.

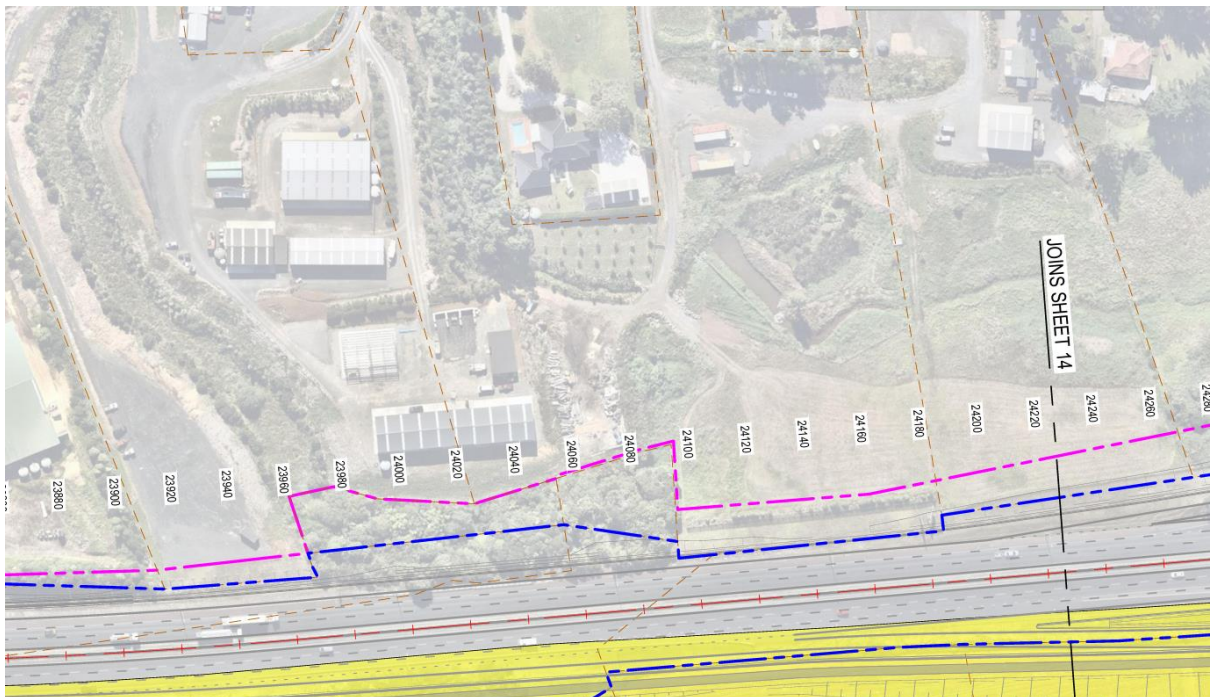


Figure 2 – extract from Designation Layout Plans Sheet 13 showing submitter's land and general layout.

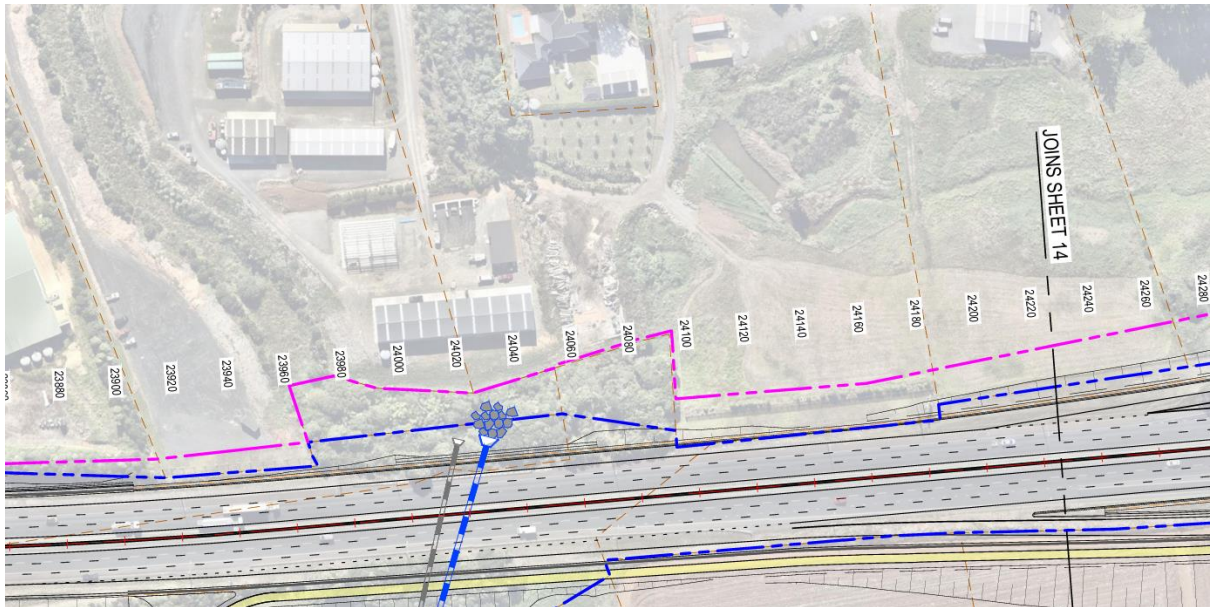


Figure 3 – extract from General Arrangement Plan Sheet 13 showing submitter's land and general arrangement of works.

Existing Buildings along Western side of land

23. As noted above, the land has been developed by the submitters over the last 10 or so years with significant investment into the existing buildings, roads, services and planting on the land.
24. A site plan has been prepared based on the existing building locations and the proposed designation layout (see **Appendix 1**) and this shows that the proposed designation boundary directly conflicts with the existing buildings on the subject land (shown as Shed A and D).
25. Figure 4 below shows this clear conflict along the western side of the site, and indicates that a significant part of the western wall of these recently constructed buildings would need to be demolished allow the land to be acquired.
26. There would be a substantial cost to undertake these demolition works, as well as necessary works to make good the rest of the building (which is likely to be structurally compromised and require significant remedial works). The ability to utilise the buildings would be significantly impaired.

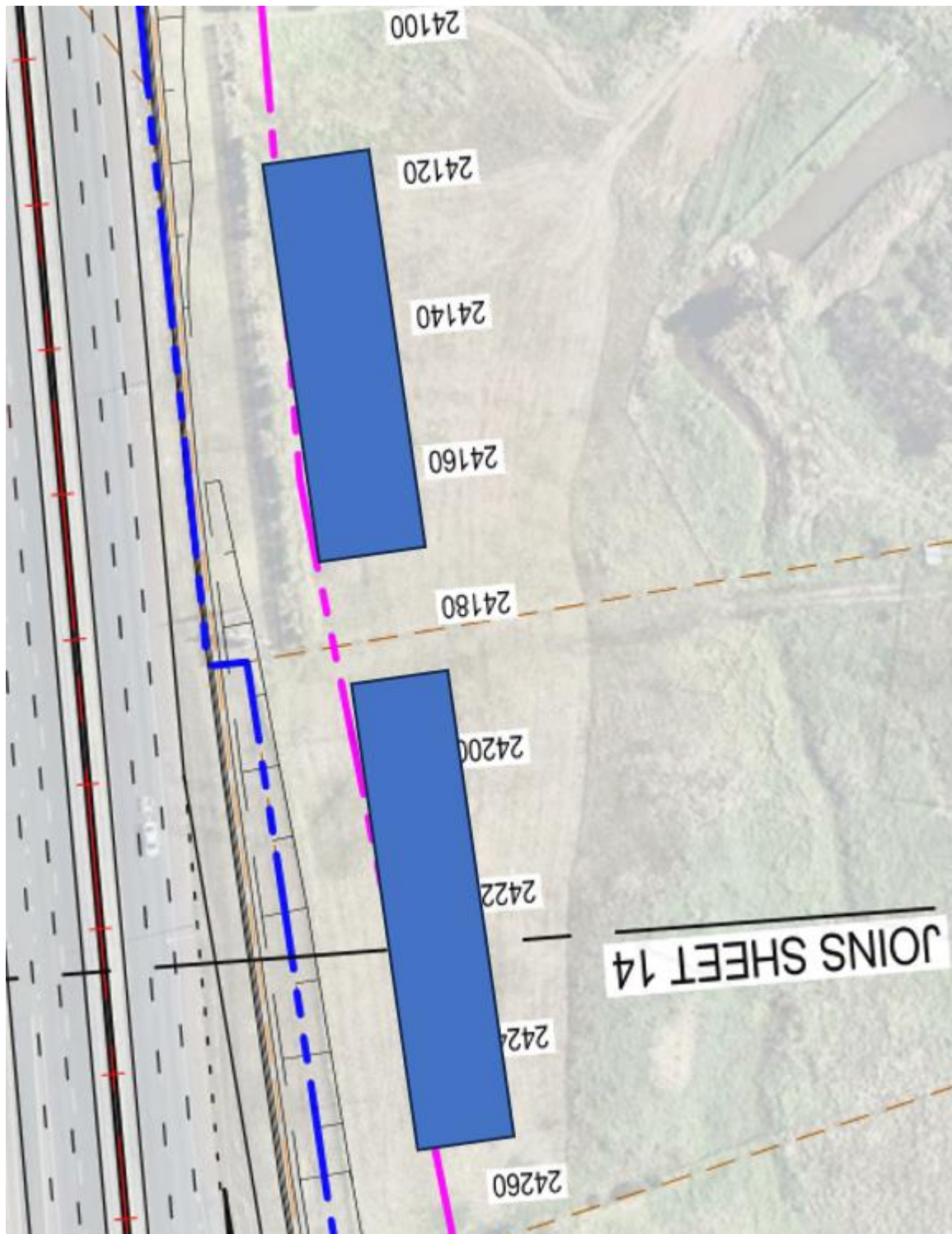


Figure 4 - location of existing buildings on submitters land shown on General Arrangement Plan.

27. This outcome is clearly not acceptable for the submitters, and, on this basis, it appears that insufficient consideration and reasoning have been given to the overall area of land being proposed to be designated, as the designation boundary is significantly greater than the area of land that appears to be required for the proposed works (based on the batters shown in Figure 3 above).

28. The area of land within the designation appears disproportionate to that required to add an additional lane to the motorway in this location.
29. This layout has the consequential effect of limiting or preventing future development opportunities for land subject to the designation. This does not represent the sustainable management of a natural and physical resource, and therefore would not meet the sustainable management purpose of the RMA 1991.
30. It appears that a reduced extent of designation would still allow the works as shown to proceed whilst also allowing a 3m+ buffer around the existing buildings along this part of the site, therefore avoiding the significant costs and disruption that would arise as a result of the currently proposed location of the designation.

Flooding

31. The application details do not include detailed flood modelling to confirm what impact or increase in flooding may be experienced on the submitters land. Additional information is sought (or the imposition of necessary conditions) to ensure that the project does not result in any increase in flood hazards on the submitters land.

Summary

32. Overall and in light of the above matters, the submitters consider that:
 - a. The potential adverse effects on the Submitters have been inadequately identified, considered, or avoided, remedied or mitigated;
 - b. The nature and extent of the benefits of the project in this location have not been demonstrated to outweigh the potentially significant adverse effects of the project on the submitters land;
 - c. The adverse effects of the project are not sufficiently mitigated, including managing the effects of the NoR on adjacent activities;
 - d. The project will generate significant adverse social and economic impacts, including on the Submitter's business;
 - e. The proposed conditions do not adequately address the potential; for adverse effects, including significant adverse effects for the project for which the designation is sought.
33. In addition to the reasons set out above, the reasons for the submitter's opposition to the NoR and wish to have it amended, includes to ensure the Notice of Requirement:
 - a. is consistent with the relevant objectives and policies of the AUP;
 - b. provides for a well-functioning urban environment;
 - c. is consistent with the sustainable management of natural and physical resources and are otherwise consistent with the purpose and principles of the RMA;

- d. will meet the reasonably foreseeable needs of future generations;
- e. will enable people and communities to provide for their social, economic and cultural well-being; and
- f. will be consistent with sound resource management practice.

Relief sought

34. The submitters seek that:

- a. The Notice of Requirement is amended to remove the land at 1972 and 1994 Great South Road from the proposed designation boundary; or
- b. that the extent of the designation boundary of NoR 3 be reviewed and reduced to minimise the required land take, and reflect the actual and reasonable area of land that is needed to accommodate the appropriate future design for the road; or
- c. the Notice of Requirement is (at a minimum) amended to ensure that there is 3m minimum clearance from existing buildings on the site (the alignment shown on the plan in **Appendix 1**); and
- d. If the location of the designation is approved, the designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries);
- e. Suitable information and or conditions be imposed to ensure no adverse increase in flooding occurs on the submitters land;
- f. Any alternative relief of like effect, to the satisfaction of the Submitters; and
- g. Any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the Submitters.

Procedural Matters

- 35. The Allens wish to be heard in support of its submission.
- 36. If others make a similar submission, the Allens will consider presenting a joint case with them at a hearing.
- 37. The Submitter agrees to participate in mediation or other alternative dispute resolution and would be pleased to discuss the content of this submission with the NZTA and Auckland Council staff.



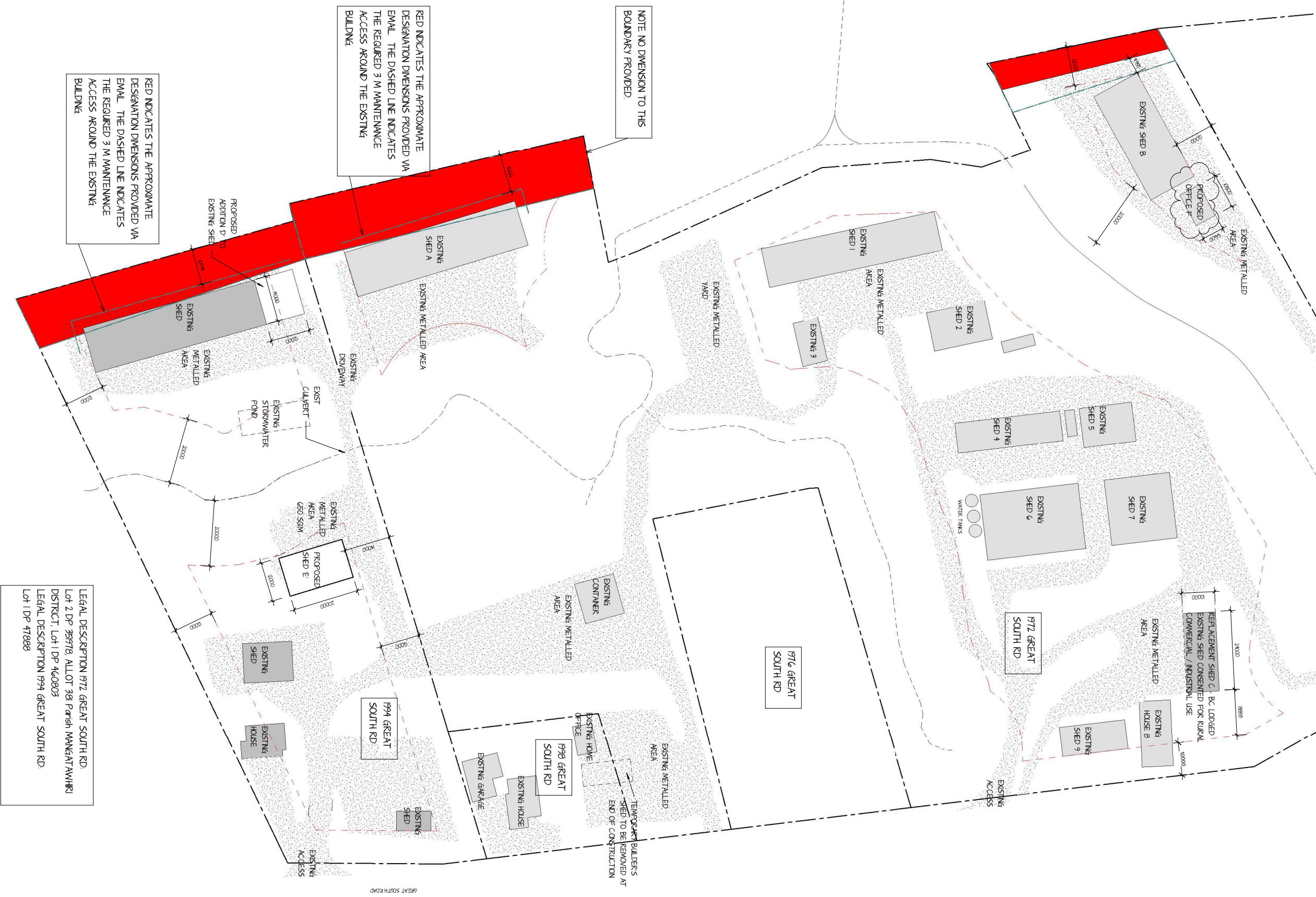
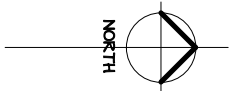
By their duly authorised agent:

Mark Benjamin, Mt Hobson Group

Dated:

15th July 2024

**APPENDIX 1 – LAYOUT PLANS SHOWING INDICATIVE DESIGNATION LAYOUT
AND EXISTING BUILDINGS ON SUBMITTERS LAND**





20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 **Website** www.AT.govt.nz

15 July 2024

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Notice of Requirement – Papakura to Bombay Project Stage 2

Please find attached Auckland Transport's submission on **Papakura to Bombay Stage 2**. This submission relates to all Notices of Requirement (1-5). The Requiring Authority is the New Zealand Transport Agency

If you have any queries in relation to this submission, please contact me at spatialplanning@at.govt.nz or on +6499305001 EXT 2438.

Yours sincerely

Robbie Lee

Robbie Lee
Planner, Spatial Planning Policy Advice

cc:
Evan Keating
by evan.keating@nzta.govt.nz



Submission by Auckland Transport on Notice of Requirement: Papakura to Bombay Project Stage 2 (1 – 5)

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Notice of Requirement by New Zealand Transport Agency for a new designation – Papakura to Bombay Project Stage 2 (1 – 5)

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 New Zealand Transport Agency (**the Requiring Authority**) have given Notice of Requirement (NOR) for five new designations as part of Papakura to Bombay Project Stage 2. The NORs aim to improve the safety and resilience of the SH1 network between Papakura and Bombay.
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ In fulfilling this role, Auckland Transport is responsible for the following:
 - a. The planning and funding of most public transport, including bus, train and ferry services
 - b. Promoting alternative modes of transport (i.e., alternatives to the private motor vehicle)
 - c. Operating the roading network
 - d. Developing and enhancing the local road, public transport, walking and cycling networks.
- 1.3 Auckland Transport acknowledges that State Highway upgrades are required to address the regional and inter-regional demands associated with Auckland's growth and, in this case, supports in principle the proposed project. Auckland Transport has provided advice and recommendations to ensure that relevant adverse transport effects from this proposal have been adequately avoided, remedied, or mitigated.
- 1.4 The NOR and applications for resource consents have been publicly notified together to provide for the construction, operation, and maintenance of the state highway. This submission relates only to the NOR.

2. Specific parts of the Notice of Requirement that this submission relates to:

- 2.1 The specific parts of the NOR that this submission relates to are set out in Attachment 1. In keeping with Auckland Transport's purpose, the matters raised relate to transport or transport assets.

- 2.2 Auckland Transport **support** the Notice of Requirement subject to the matters raised in **Attachment 1** being appropriately addressed by the Requiring Authority.
- 2.3 Should any transport related matters evolve throughout the Notice of Requirement process, including amendments to transport related conditions, Auckland Transport requests to be notified of such amendments. Auckland Transport will assess the amendments to ensure that any potential adverse transport effects have been appropriately considered.
- 2.4 Auckland Transport is available and willing to work through the matters raised in this submission with New Zealand Transport Agency and appreciates the recent positive engagement prior to this submission being lodged.
- 3. Recommendation sought:**
- 3.1 The recommendations which Auckland Transport seeks from the Council are set out in **Attachment 1**.
- 3.2 In all cases where amendments to the Notice of Requirement are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the recommendations sought.
- 4. Appearance at the hearing:**
- 4.1 Auckland Transport wishes to be heard in support of this submission
- 4.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Rory Power
Spatial Planning Manager

Date: 15 July 2024

Contact person: Robbie Lee
Planner - Spatial Planning Policy Advice

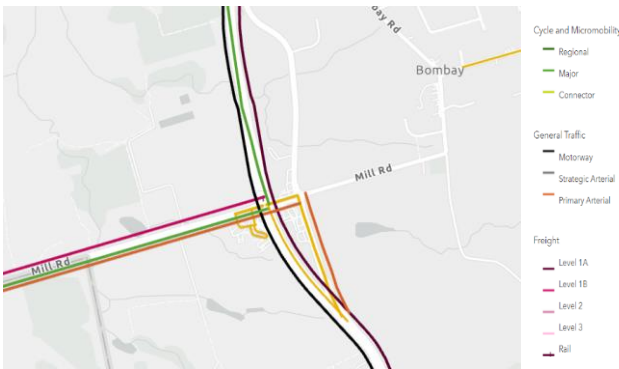
Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 021 204 9623

Email: Robbie.lee@at.govt.nz

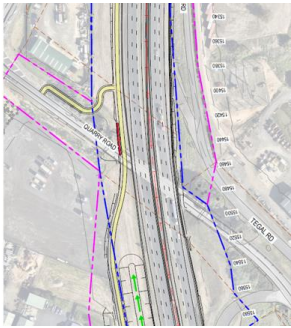
Attachment 1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Matters applicable across all five Notices of Requirement			
Overall	Support	<p>Auckland Transport supports the Papakura to Bombay (Stage 2) Project and the transport benefits it will provide, including the objectives to:</p> <ul style="list-style-type: none"> - Increase transport choice and accessibility to support growth in the south of Auckland - Support the inter and intra-regional movement of people and freight <p>The key considerations for Auckland Transport regarding the Papakura to Bombay (Stage 2) Project are set out below in this submission.</p>	Confirm the NOR and proposed conditions subject to the amendments below. Alternative conditions or any other appropriate relief to address the matters raised in this submission is supported.
Local road network (operational integration)	Support in part	Auckland Transport seeks to ensure that the designation will in the future enable suitable and safe transitions between State Highway connections with local roads. This may include supporting local road upgrades where required to provide safe and integrated network connections.	<p>Amend conditions to include the following or similar in the relevant NoRs:</p> <p>PC.XX</p> <p><i>The NZTA shall prepare in collaboration with Auckland Transport a Network Integration Plan (NIP) for the Stage 2 Project Area, or relevant Project phases, to demonstrate how the Project integrates with the existing local road network and with future improvements planned by Auckland Transport. The NIP shall include details of proposed physical works at the interface between the State Highway and the local road network and shall address planning and design matters such as pedestrian/cycle way connections, lane configuration, traffic signal co-ordination, signage and provision for buses. This includes:</i></p> <ul style="list-style-type: none"> <i>x. Active mode connections at Quarry Road</i> <i>x. Transport connections at the proposed new Drury South interchange with the local road network and Drury South Precinct</i> <i>x. Transport connections at the upgraded Ramarama Interchange</i>

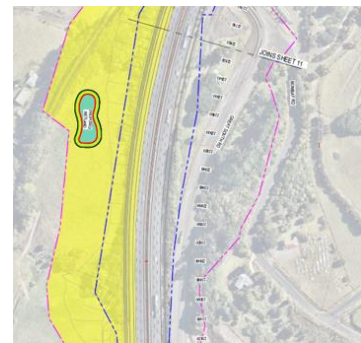
Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<i>x – Transport connections at the Bombay Interchange and Mill Road Bridge</i>
Local road network (construction impacts)	Support	Auckland Transport will need to understand how the local roads within the proposed designation boundary will be affected in terms of potential construction effects and impacts on access to existing properties.	Support pre-construction condition requiring NZTA to consult with Auckland Transport on the temporary effects of the works on the local road network. Support Construction Traffic Management Plan condition regarding maintenance of access to private properties and/or private roads.
Designation Review: Proposed condition GC.3	Support in part	<p>It is important to understand where Auckland Transport will be required to manage and maintain roading assets. It is appropriate and good practice to review and reduce the extent of the designation following completion of construction.</p> <p>However, there is a need for the NOR to consider where there are potential conflicts that will need to be addressed between the freight network and proposed active mode facilities. Mill Road (Bombay) and Pukekohe East Road provide an important freight route and strategic connection in and out of Pukekohe (shown below).</p> 	<p>Amend proposed condition GC3 to include the following:</p> <p>A. <i>As soon as practicable following Completion of Construction the Requiring Authority shall:</i></p> <ol style="list-style-type: none"> I. <i>review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and</i> II. <i>give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</i> <p><u>ADVICE NOTE:</u></p> <p><u>Part of the Papakura to Bombay (Stage 2) NORs will be subject to the review and removal of the designation. Where the section of the designation to be removed will correspond to the area to be vested with Auckland Council as local road with the ultimate form of the local road connections (including future connections) to be determined, NZTA will address integration of the designation and vested local road through pre-outline plan</u></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>As the timing of upgrades for P2B Stage 2 and Supporting Growth Pukekohe: Mill Road and Pukekohe East Road Upgrade (NOR 8) are not certain it is important that consideration is given to how these proposals will integrate to ensure that all strategic modes are adequately accommodated.</p> <p>NZTA should work with Auckland Transport to identify where there are potential points of conflict or need for integration between local roads and the NOR, including how future works will need to provide for any strategic connections.</p>	<u><i>lodgement consultation with Auckland Transport and the application of any relevant approvals.</i></u>
Notice of Requirement 1: SH1 Designation 6706 conditions alteration to SH1 Motorway			
Local road network (operational integration)		It is not clear how the NZTA Shared Use Path will connect with the Great South Road/Quarry Road intersection or how it will join the Quarry Road westbound lane. It is important for the shared use path to integrate with the Drury South Precinct to the West and surrounding local roads. Auckland Transport believe that this could be adequately considered and addressed through a NIP condition.	Support including a condition for NZTA to prepare in collaboration with Auckland Transport a NIP for the Stage 2 Project Area
Network Utility Operators (Section 176 Approval)	Oppose	Auckland Transport, as a Network Utility Operator, seeks certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation. NOR 1 includes designating the following local roads where Auckland Transport will need the ability to provide routine works before construction starts: Tegal Road, Great South Road and Quarry Road. This would be consistent with proposed condition GC.5 for NORs 2-5.	<p>Amend NOR 1 to include the following or similar:</p> <p><i>a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</i></p> <p><i>(i) operation, maintenance and urgent repair works;</i> <i>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</i> <i>(iii) minor works such as new service connections; and</i> <i>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<i>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</i>
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	<p>The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.</p> <p>.</p>	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works, <u>and in relation to the Drury Access Ramp, vesting of roads to Auckland Council for activities on the following roads:</u></i></p> <p><i><u>x. Tegal Road</u></i></p> <p><i>Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><i><u>ADVICE NOTE:</u></i></p> <p><i><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></i></p> <p>Otherwise retain</p>
Retaining wall		The proposed shared path adjacent to Quarry Rd requires a retaining wall structure (shown in red below).	Confirm whether this retaining structure will be maintained by NZTA. It is noted that the proposed structure will be contained within existing designation boundary.

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			
Notice of Requirement 2: Alteration to SH1 Designation 6700 – ‘Motorway’			
Network Utility Operators (Section 176 Approval): Proposed condition GC.5	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <ul style="list-style-type: none"> a) Maketu Road; b) Ararimu Road; c) Maher Road; d) Hillview Road; and, e) <u>Harrison Road</u>; <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Notice of Requirement 3: Alteration to SH1 Designation 6701 – ‘Motorway’			
Network Utility Operators (Section 176 Approval): Proposed condition GC.5	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. However, Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <p>a) Bombay Road; b) Great South Road; and, c) Mill Road</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Access arrangements	Support in part	Auckland Transport seek to understand how access will be provided to the proposed wetland within NOR 3 to determine what arrangement will need to be agreed upon.	<p>Provide clarification as to how access will be provided to the proposed wetland (shown below). Confirm whether maintenance access will be via the private access at 1832 Great South Road and whether this will be included within the proposed permanent designation boundary or if maintenance access will be enabled through an easement arrangement.</p> 
Notice of Requirement 4: Construction, maintenance and operation of a Shared User Path, and associated infrastructure			
Network Utility Operators (Section 176 Approval):	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and	Amend Proposed condition PC.5 to include the following or similar:

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
conditions PC.3, PC.4 & PC.5		engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <p>a) Quarry Road; b) Great South Road; c) Maher Road; d) Ararimu Road (Ramarama interchange); and, e) Mill Road (Bombay Interchange).</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Notice of Requirement 5: Construction, maintenance and operation of the Drury South Interchange Connections, and associated infrastructure			
Network Utility Operators (Section 176 Approval):	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.</p>	<p>a) <i>Great South Road;</i> b) <i>Quarry Road,</i> c) <i>Maketu Road, and,</i> d) <i>Harrison Road</i></p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>

**SUBMISSION ON NOTICE OF REQUIREMENT FOR AN ALTERATION TO A DESIGNATION THAT
IS SUBJECT TO PUBLIC NOTIFICATION UNDER SECTION 181 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council (**Council**)

Name: Counties Energy Limited (**CEL**)

Submission on: Notice of requirement from New Zealand Transport Agency Waka Kotahi (**NZTA**): Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6701 State Highway 1 Bombay (NoR 3) (**NoR 3**)

Introduction

1. Counties Energy Limited (**CEL**) is a Network Utility Operator and Requiring Authority in accordance with sections 166 and 167 of the Resource Management Act 1991 (**RMA**), an Electricity Operator under the Electricity Act 1992, a Network Operator under the Telecommunications Act 2001, and a Lifeline Utility under Part B, Schedule 1 of the Civil Defence Emergency Management Act 2002. CEL owns and operates the electricity distribution network that provides critical infrastructure services to over 49,000 homes, farms, and businesses between southern Papakura and Mercer and west of the Waikato River from Mercer to Waikaretu. A secure electricity distribution network is fundamental to the efficient and effective functioning of New Zealand communities.
2. Under NoR 3, NZTA is seeking to designate land which contains significant existing and planned electricity networks owned by CEL, including an existing strategic overhead subtransmission circuit.
3. As Drury and the surrounds develop, CEL will need to install further assets to meet the needs of current and future customers. It is important that the designation does not inhibit or significantly slow down the ability for CEL to install its electricity assets to meet the needs of its customers by imposing an additional approval process under s176 of the RMA.
4. The Bombay – Pukekohe North 110kV line is a strategic circuit supplying the Pukekohe Substation, which in turn supplies electricity to approximately 14,000 customers in the Pukekohe area. This line crosses the motorway within the designation area. CEL must have 24/7 safe, efficient and secure access to this 110kV line. The future motorway widening design must provide secure access to this. CEL is highlighting this requirement now so that NZTA is aware that CEL must be consulted through the NoR 3 design process to ensure that a workable design is achieved that maintains safe, efficient and secure access to these assets.
5. CEL acknowledges that consultation is ongoing between NZTA and CEL regarding the works that will be involved in delivering the widened motorway and new Bombay interchange, and how best to mitigate the impact of those works on existing or planned assets. CEL has not been provided with a design of sufficient detail to assess the impact on the CEL network, and it is understood that this detail will not be prepared until a future stage which may be several decades away.

6. On this basis, CEL **opposes** the designation. If and when the work proceeds into detailed design, detailed design discussions between the NZTA and CEL will be critical to avoid detrimental impacts on the CEL assets, access to those assets and the efficient and secure supply of electricity to the affected customer base.

Existing and planned electricity networks

7. CEL owns and operates a number of significant electricity network assets within the area proposed to be designated (some of which also provide electricity to State Highway infrastructure).
8. Of particular concern to CEL is the potential effect on the Bombay – Pukekohe North 110kV circuit that forms a strategic backbone of CEL's network assets. This circuit was not affected by Stage 1 of the Papakura to Bombay project (**P2B**), but crosses part of the motorway as shown in **Appendix 1**.
9. In addition, further assets are likely to be installed prior to the start of construction of the works proposed by NoR 3 to provide for the increasing demand.
10. The cost of relocation of strategic assets, such as the 110kV circuit assets, will be considerable. Likewise in most cases, there is no practical alternative route for the assets to be relocated to.
11. The importance of the 110kV circuit assets to the security of the distribution of electricity in the area means that it cannot easily accommodate outages and any relocation must be carefully planned.

Scope of submission

12. This submission opposes NoR 3 in its entirety but particularly those parts of NoR 3 which affect CEL's existing and planned electricity networks.

Reasons for submission

13. NoR 3 is opposed because:
 - (a) It does not promote the efficient use and development of resources (including existing and proposed infrastructure);
 - (b) It is inconsistent with B3 and certain Objectives and Policies of E26 of the Auckland Unitary Plan as the potential effects on existing and planned infrastructure have not been assessed or determined; and
 - (c) It may not avoid, remedy or mitigate actual and potential adverse effects on the environment.

14. Without limiting the generality of the above reasons, the specific reasons for the submission are as follows:
- (a) CEL recognises the importance to the community of a safe and efficient motorway network and the need to plan and provide for this network well in advance of construction. However, it is unclear how the proposed works will impact CEL's existing and planned electricity assets (including the Bombay – Pukekohe North 110kV circuit).
 - (b) The potential effects on CEL's existing and planned electricity assets have not been identified or assessed. Adverse effects on the distribution of electricity arising from the proposed works should be avoided, given the critical nature of a secure and resilient electricity supply to the Auckland community. CEL's existing and planned assets in this area are likely to change in the intervening years before NZTA commences detailed design and therefore it will be critical for NZTA to continue to consult directly with CEL to avoid effects on these assets.
 - (c) CEL supports the proposed Network Utility Management Plan (**NUMP**) condition (CC.8) subject to amendments being made as set out later in this submission. In particular, given the importance of avoiding or mitigating effects on network utilities, this plan should be submitted to Council with the Outline Plan of Works, rather than for information only. It is also important that Council has a clear understanding as to whether the NUMP has been endorsed by the relevant Network Utility Operators.
 - (d) The extent of relocation or reconstruction of CEL's assets required for the project remains unknown and will not be able to be confirmed until NZTA completes its design. A long lead in time is required by CEL to prepare any such relocation or reconstruction plans and for implementation. It would be difficult or impossible to acquire suitable land or suitable access rights to allow the relocation of the assets to another location.
 - (e) The Electricity Infrastructure Management Plan (**EIMP**) conditions (CC.15 to CC.20) only relate to the Transpower network. It is, therefore, incorrect to refer to the plan as an Electricity Infrastructure Management Plan when it relates to the transmission network and not the distribution network. The matters of relevance to the distribution network are addressed through the NUMP.
 - (f) CEL wants to ensure the conditions proposed in the NoR addressing effects on existing and planned network utility assets (including those electricity assets owned by CEL) are adopted subject to the amendments sought by CEL that are set out later in this submission.
 - (g) CEL wants to ensure that NZTA will continue to consult directly with CEL as it develops its design so that all adverse effects on existing and future CEL assets (including the Bombay – Pukekohe North 110kV circuit) are avoided.

Recommendation sought

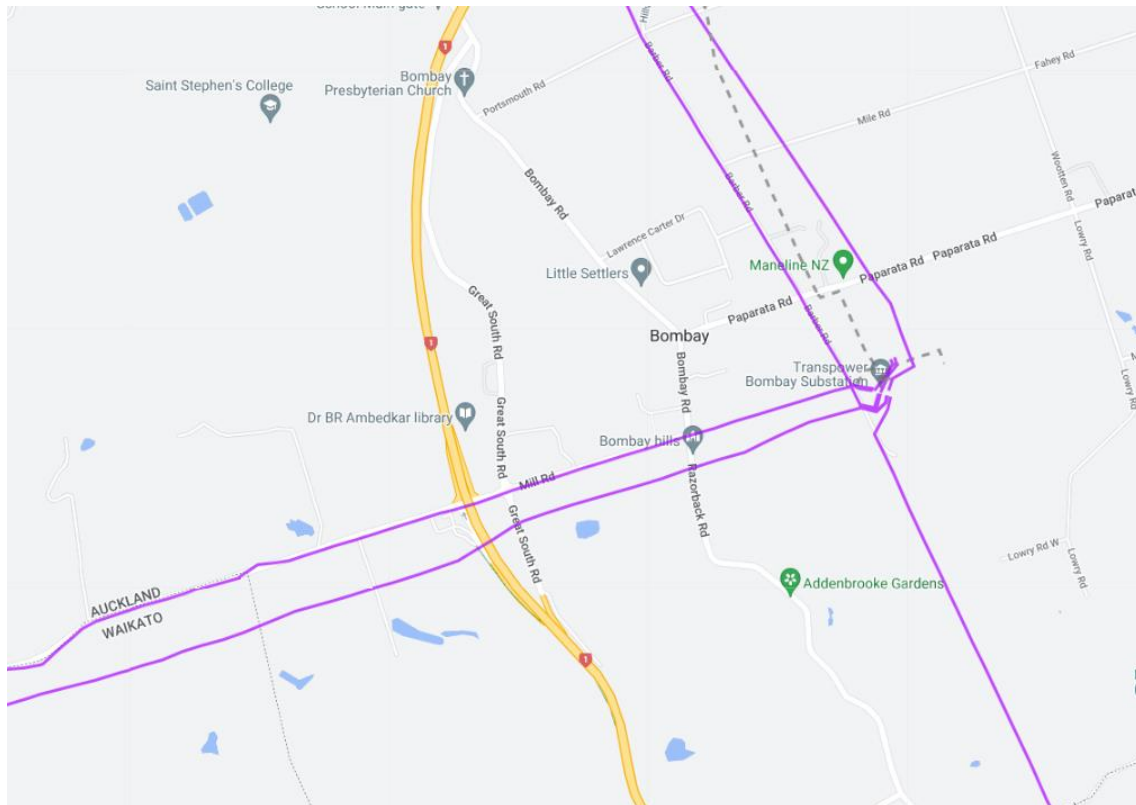
15. The relief sought by CEL is that the Council recommends that NoR 3 is withdrawn or, in the alternative, is modified by:
 - (a) imposing conditions that ensure that the potential adverse effects on CEL's existing and planned assets, and CEL's ability to operate, maintain, upgrade and develop those assets, are addressed, including but not limited to:
 - (i) Retaining proposed Condition GC.5 (Network Utility Operators (Section 176 Approval)).
 - (ii) Amending proposed Condition PC.3 (Outline Plan(s) of Works (designation)) to include the NUMP in the list of management plans to be included in the Outline Plan.
 - (iii) Amending proposed Condition PC.6 (Stakeholders and Communication Management Plan) to make it clear that Network Utility Operators with assets within or adjoining SH1 are identified as Stakeholders.
 - (iv) Amending proposed Condition PC.7 (Urban and Landscape Design Management Plan) so that it must take into account existing and proposed network utilities (and any relevant regulations) to ensure proposed landscaping does not adversely affect network utilities (including ongoing access to CEL network assets), or the future maintenance or upgrading of network utilities.
 - (v) Amending proposed Condition CC.8 (Network Utility Management Plan) so that:
 - i. the NUMP must be prepared at least 24 months prior to the Start of Construction and submitted as part of the Outline Plan (rather than submitted to the Manager for information at least 10 working days prior to the Start of Construction) (sub-clause a);
 - ii. sub-clauses (b) and (d) are modified to include both existing and planned network utilities;
 - iii. the NUMP must include a record of the written endorsement of all Network Utility Operators (rather than simply describe how any comments from the Network Utility Operator(s) in relation to its assets have been addressed) (sub-clause (e)).

Amending proposed Condition CC.15-CC.20 (Electricity Infrastructure Management Plan) so that this plan is renamed the "Transpower Infrastructure Management Plan" to clarify that the plan only relates to Transpower infrastructure and not the electricity distribution network; and/or
 - (b) Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
16. CEL could not gain an advantage in trade competition through this submission.
17. CEL wishes to be heard in support of this submission.

18. If others make a similar submission, CEL will consider presenting a joint case with them at any hearing.
19. CEL has also lodged a submission on NoR 1, 2, 4 and 5.

COUNTIES ENERGY LIMITED by its authorised agent Osborne Hay (North) Limited:

Signature:	 David Hay (Planning Consultant for Counties Energy Limited)
Date:	15 July 2024
Address for Service:	C/- David Hay Osborne Hay (North) Limited PO Box 16 Warkworth 0941
Telephone:	027 425-0234
Email:	david@osbornehay.co.nz

Appendix 1 – Counties Energy Limited's Bombay – Pukekohe North 110kV Circuit

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Drury South Limited

Organisation name: Drury South Limited

Full name of your agent: Kirsty Dibley

Email address: kirsty.dibley@russellmcveagh.com

Contact phone number: +64 9 367 8000

Postal address:

C/- Kirsty Dibley

Russell McVeagh

Lvl 30

Vero Centre 48 Shortland Street

Auckland CBD

Auckland 1140

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Alteration Designation
6701 State Highway 1 – Bombay (NoR 3)

The specific provisions that my submission relates to are:
See attached submission

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:
See attached submission

I or we seek the following recommendation or decision from Auckland Council:
See attached submission

Submission date: 15 July 2024

Supporting documents
DSL NoR Submissions_20240715143443.571.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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**SUBMISSION ON NOTICES OF REQUIREMENT FOR NEW
DESIGNATIONS AND ALTERATIONS TO EXISTING DESIGNATIONS
UNDER THE RESOURCE MANAGEMENT ACT 1991**

TO: Auckland Council

SUBMITTER: Drury South Limited ("**DSL**")

SUBMISSION ON: Five separate Notices of Requirement by NZ Transport Agency Waka Kotahi ("**NZTA**") to provide upgrades to State Highway 1 between Drury and Bombay, Auckland (together, "**NoRs**")

Introduction

1. DSL owns approximately 257ha of land within the Drury South Industrial Precinct and is well underway with the development of its land for a comprehensive industrial and mixed-use development known as Drury South Crossing.
2. NZTA has recently lodged the following NoRs for Stage 2 of the Papakura to Bombay Project:
 - (a) NoR 1: Alteration to SH1 Designations 6706.
 - (b) NoR 2: Alteration to SH1 Designations 6700.
 - (c) NoR 3: Alteration to SH1 Designations 6701.
 - (d) NoR 4: Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange.
 - (e) NoR 5: Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange – Drury South Interchange connections.
3. All five of the NoRs are proposed within the vicinity of DSL's landholdings and the Drury South Industrial Precinct. DSL owns land that is both subject to and

adjacent to the spatial extent of NoR 2 and NoR 5 in particular. DSL therefore has a direct interest in the NoRs.

4. DSL could not gain an advantage in trade competition through this submission.

Scope and nature of submission

5. The submission relates to all five NoRs in their entirety, particularly as they relate to works in and around the Drury South Precinct.
6. DSL is progressively developing its land for industrial and mixed use. As part of this, DSL has, and continues to, put significant effort into designing and constructing a safe and efficient local transport network within the Precinct. The first houses in the Precinct were completed in 2020, and the construction of industrial buildings commenced in 2021. Full build out of the Precinct is expected to take another approximately five years.
7. Subject to the relief set out in this submission, DSL generally supports the NoRs, which collectively seek to improve the safety and resilience of the State Highway network between Papakura and Bombay, increase transport choice and accessibility, support the inter and intra-regional movement of people and freight, and support regional economic growth and productivity.
8. However, DSL considers amendments are required to ensure the NoRs are:
 - (a) well integrated with surrounding land uses and the local transport network within the Drury South Industrial Precinct; and
 - (b) implemented in a timeframe that:
 - (i) provides affected landowners with certainty regarding their landholdings (including when NZTA might seek to acquire land under the Public Works Act 1981 ("**PWA**")); and
 - (ii) responds appropriately to the timing, scale and form of urban development in the area.

NoR 5 – Drury South Interchange

9. NoR 5 seeks a new designation to authorise the construction, operation and maintenance of a new link road between Quarry Road and Great South Road, referred to as the Drury South Interchange Connections.
10. DSL supports NoR 5, insofar as it will enable critical direct connections from State Highway 1 into the Precinct. However, DSL considers the designation

extent should be extended to the east of its current footprint, to Fitzgerald Road, to enable a direct connection from State Highway 1 to Fitzgerald Road. Enabling a direct connection from State Highway 1 to Fitzgerald Road will better integrate the Drury South Interchange into the Precinct and the local transport network already established. Fitzgerald Road also provides a direct connection to the Drury East Precinct and Drury Centre Precinct to the north.

Proposed lapse period for NoR 4 and NoR 5

11. DSL does not support the proposed 20-year lapse period for NoR 4 and NoR 5. A 20-year lapse period does not align or correspond with the timing and scale of urban development in the Precinct and broader Drury area. This lengthy lapse period also provides no certainty to affected landowners as to when, or if the Project or works authorised by the designations will be completed. This has related consequences in terms of when affected landowners (like DSL) can expect NZTA to acquire land under the PWA.
12. Full build out of the Drury South Industrial Precinct is expected to be complete in the next five years. It is reasonable and appropriate for DSL (and other landowners and developers) to have certainty regarding when, and if, some of its land will be acquired under the PWA for NoR 4 and 5.
13. DSL therefore seeks a lapse period of 10 years be imposed for NoR 4 and NoR 5.

Timing for implementation of NoR 1-3

14. DSL has similar concerns around the lack of certainty in relation to NoR 1, NoR 2 and NoR 3. Given these are alterations to existing designations, there is no lapse period proposed.
15. DSL seeks a condition be imposed requiring works authorised by the altered designations to be commenced within 10 years from the date the NoR is confirmed, to give landowners, developers and the community certainty on the works.

Reasons for submission

16. Subject to the amendments necessary to address its concerns set out above, DSL considers the NoRs:
 - (a) will promote the sustainable management of resources;

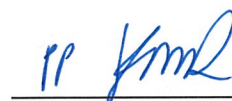
- (b) are consistent with Part 2 and other provisions of the Resource Management Act 1991;
- (c) will meet the reasonably foreseeable needs of future generations;
- (d) will enable social, economic and cultural wellbeing; and
- (e) will avoid, remedy or mitigate adverse effects on the environment.

Recommendation sought

17. DSL seeks that the Council recommends:
- (a) amendments to the NoRs, including by way of conditions, to address DSL's concerns;
 - (b) NoR 4 and NoR 5, if confirmed, be subject to a 10 year lapse period;
 - (c) additional land to the east of Quarry Road be included in the designation extent of NoR 5 to enable a connection from State Highway 1 to Fitzgerald Road; and
 - (d) such further other orders, relief or other consequential or other amendments as considered appropriate and necessary to address the concerns set out above.
18. DSL wishes to be heard in support of this submission.

DRURY SOUTH LIMITED by its solicitors and authorised agents Russell McVeagh:

Signature:



Daniel Minhinnick / Kirsty Dibley

Date:

15 July 2024

Address for Service:

C/- Kirsty Dibley
 Russell McVeagh
 Barristers and Solicitors
 Level 30
 Vero Centre
 48 Shortland Street

PO Box 8/DX CX10085
AUCKLAND 1140

Telephone:

+64 9 367 8000

Email:

kirsty.dibley@russellmcveagh.com

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Dutton Land Holdings Limited

Organisation name:

Full name of your agent: Mark Benjamin (Mt Hobson Group)

Email address: markb@mhg.co.nz

Contact phone number: 099505107

Postal address:

P O Box 37964

Parnell

Auckland 1151

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Alteration Designation
6701 State Highway 1 – Bombay (NoR 3)

The specific provisions that my submission relates to are:
See the attached submission document.

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
See the attached submission document.

I or we seek the following recommendation or decision from Auckland Council:
See the attached submission document.

Submission date: 15 July 2024

Supporting documents
1940 GSR NZTA NOR3 Submission.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,

- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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**SUBMISSION ON A REQUIREMENT FOR A DESIGNATION OR AN ALTERATION TO A DESIGNATION
UNDER THE RESOURCE MANAGEMENT ACT 1991**

To: Attn: Planning Technician
Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Dutton Land Holdings Limited

Address: c/- Mt Hobson Group
PO Box 37964
Parnell
Auckland 1151
Attention: Mark Benjamin

Summary of submission

1. This is a submission on behalf of Dutton Land Holdings Limited (**Dutton** or **the submitter**) on the notice of requirement from the NZ Transport Authority Waka Kotahi (**NZTA**) for an alteration to the existing State Highway 1 Designation 6701 noted below (**the designation**):
 - (a) Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6701 State Highway 1 – Bombay (NoR 3) NZ Transport Agency Waka Kotahi (NZTA)
2. Dutton owns the land at 1940 Great South Road in Bombay as shown on Figure 1 below. The land is 2.32ha in size and is legally identified as Lot 1 DP 351978.
3. The area of Dutton's land which is shown as being within the altered designation contains a range of site infrastructure and features including the entire on-site wastewater treatment and disposal field.
4. Stormwater devices are also located within or close to the designation, as is screening landscaping planted in accordance with the existing resource consent for the site.
5. The submitter **supports** the Notice of Requirement to the extent that it will enable upgrades to SH1 between Papakura and Bombay, improving accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of this section of SH1 which is a key national transport corridor.
6. The submitter **opposes** the extent of the NoR designation as notified as it relates to the submitters land, as it has not adequately taken into account existing important on-site features

of the submitter's land nor does it suitably consider alternatives to reduce the extent of land take proposed.

7. The submitter seeks amendments to ensure that the Notice of Requirement does not affect the submitter's existing and proposed site development and takes account of relevant existing on-site features.
8. The submitter is willing to work with NZTA to provide an agreeable location for the proposed designation and works.
9. The submitter:
 - a. is not a trade competitor;
 - b. wishes to be heard at any hearing;
 - c. will consider presenting a joint case with other parties; and
 - d. agrees to participate in mediation or other alternative dispute resolution, and
 - e. would be pleased to discuss the content of this submission with the NZTA and Auckland Council staff.

Trade competition

10. The submitter is not a trade competitor of NZTA for the purposes of section 308B of the Resource Management 1991 (RMA).
11. In any event, the submitters submission does not relate to trade competition or the effects of trade competition.

Background

12. Dutton Land Holdings is the owner of land at 1940 Great South Road in Bombay which is significantly affected by the proposed alteration (widening) to the existing SH1 designation in this location.
13. The land is shown in Figure 1 below, is 2.32ha in size and is legally identified as Lot 1 DP 351978.



Figure 1: Aerial image of site. Source: GIS

14. The land is not subject to the current 6701 Designation.
15. The site is occupied by a timber pallet manufacturing business which was established via resource consent in 2013. As can be seen in Figure 1 above, this facility has a large industrial building with accessory offices as well as various areas of concrete and metal yards around the building/site.
16. This facility has existing stormwater treatment devices as well as an onsite wastewater treatment and disposal field located towards the northern end of the site.
17. Dutton has recently purchased the land intending to secure additional resource consents to undertake an alternative rural industrial activity from the land (a freight and transportation yard).

Submission

18. The submitter **supports** the Notice of Requirement to the extent that it will enable upgrades to SH1 between Papakura and Bombay, improving accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of this section of SH1 which is a key national transport corridor.
19. The submitter **opposes** the layout and extent of the NoR designation as notified as it relates to the subject land, as it has not adequately taken into account existing important on-site features of the submitter's land nor does it suitably consider alternatives to reduce the extent of land take proposed.
20. The submitter seeks amendments to ensure that the Notice of Requirement does not affect the submitter's existing and proposed site development and takes account of relevant existing on-site features.
21. The designation will result in the loss of approximately 5,000m² or 20% of the submitters 2.32ha site.
22. Dutton considers that the proposed NoR location does not adequately take into account existing features of the site which need to be maintained to allow the site to continue to operate for its authorised purpose. This includes the existing on-site wastewater treatment and disposal system, stormwater treatment devices and existing screening planting.
23. The submitter considers that the amount of land to be taken is disproportionate for the addition of one lane to the motorway in this location, that there are alternative options available that would reduce the impact on it and that changes should be made to the location of the designation on the land and the proposed works.
24. Figures 2 -4 below are excerpts from the application materials showing the general layout of the designation and the general arrangement of proposed works.

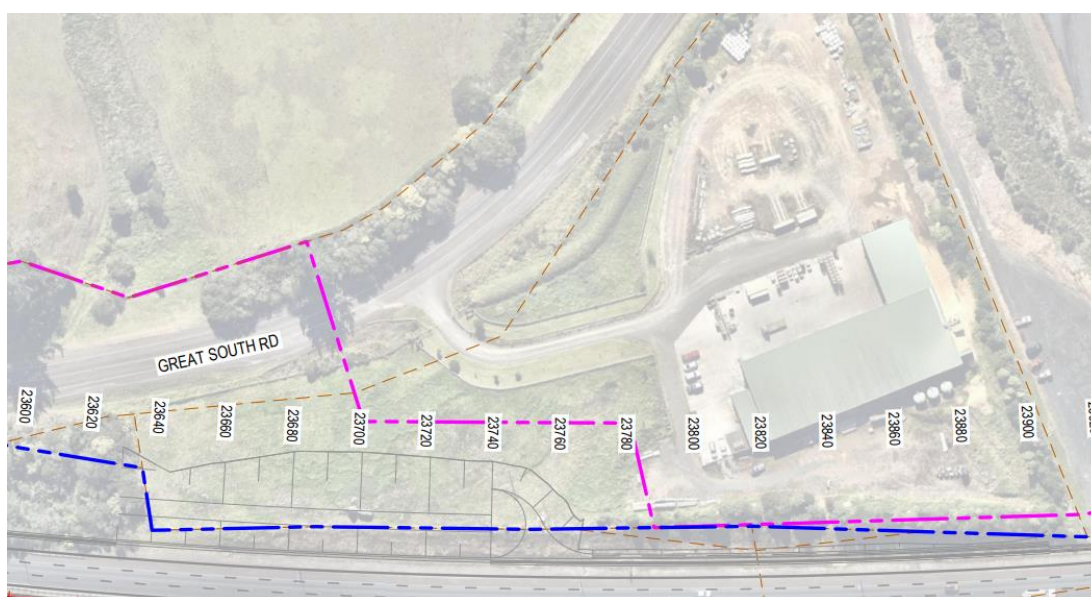


Figure 2 – extract from Designation Layout Plans Sheet 13 showing submitter's land and general arrangement of works.
(southern end)

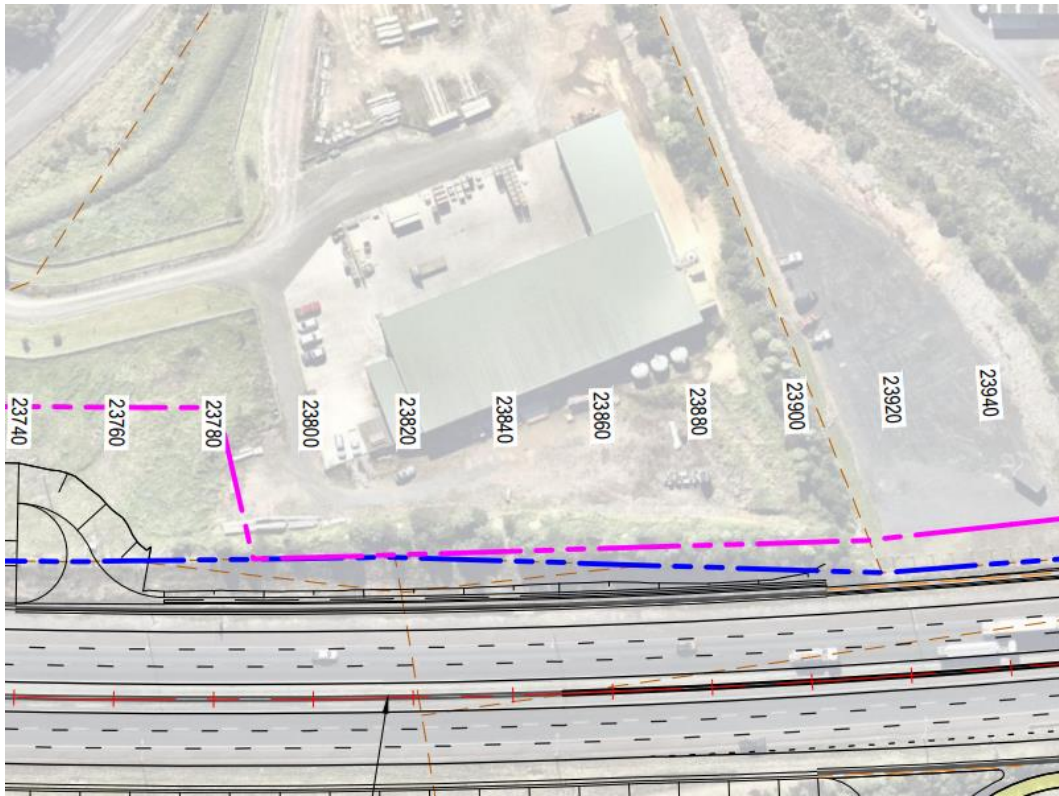


Figure 3 – extract from Sheet 13 showing submitter's land and general arrangement of works. (southern end)

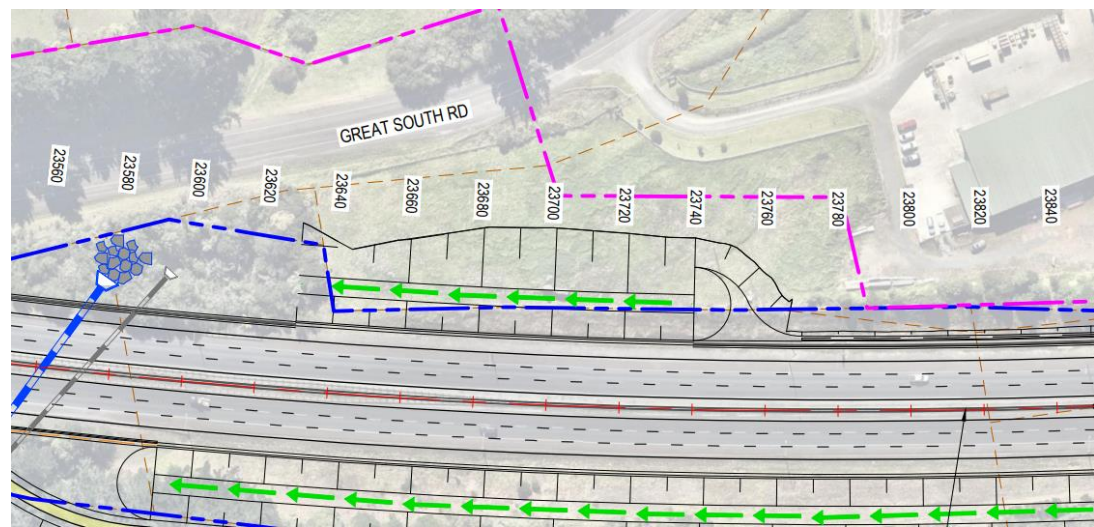


Figure 4 – extract from Sheet 13 showing submitter's land and general arrangement of works. (northern end)

Wastewater system

25. Dutton's land was developed for its current use in 2013 and has an onsite wastewater treatment and disposal system which is located north of the existing buildings. A copy of the as-built drainage plan is contained in **Appendix 1**, with the indicative location of the system shown in Figure 5 below. As can be seen, the proposed designation boundary directly conflicts with the location of the treatment tanks as well as the dispersal field for the system.

26. The extent of the designation in the northern part of the site removes any potential alternative location and appears to leave the property without a feasible or functioning wastewater system. The premises would no longer be able to operate, and any future development or intensification of use would not be possible without significant cost and disruption.



Figure 5- indicative as built location of on site wastewater treatment and disposal area

27. In light of the above, the submitter seeks that the NoR be amended to avoid conflict with the existing on site wastewater treatment and disposal system.

Stormwater

28. The site has onsite stormwater treatment and disposal systems with the as-built drainage information (**Appendix 1**) indicating that a stormwater treatment device (rain garden) is in close proximity to the NoR and, in conjunction with the issues around wastewater noted above, shows how any reduction in potential servicing areas on the site have adverse impacts on the ability for the site to function. Figure 6 shows the indicative location of the rain garden.



Figure 6- indicative as built location of on site stormwater treatment and disposal area

29. As with the wastewater system, costly and potentially unachievable relocations of the onsite services would appear to be required based on the current designation layout.
30. To avoid this, a revised layout is sought for the designation and the submitter seeks that the designation be amended to either remove the designation completely from its land or to reduce the area of the site which is proposed to be designated so that the onsite systems are not affected.

Screening Planting on western boundary

31. The approved resource consent for the site included a 5m wide planting strip along the southern and western boundaries of the site. This was completed and the planting is now well established as shown in the photo below (looking south-west towards the rear of the site from the northern western corner of the building).



Figure 4 – established vegetation along western boundary (righthand side of photo).

32. The proposed designation extends into the site at the southern end which would result in the removal of a substantial portion of the planting with reprovion of similar height and size vegetation/planting (outside the designation boundary) being costly and further reducing the usable land area of the site.



Figure 5 – NoR affecting southern part of the site.

Northern Land Portion and Proposed Works

33. Sheet 13 of the General Arrangement Plans show additional detail of the works proposed and indicates that a swale is to be located along the northern portion of the submitters land (as per Figure 6 below). No additional detail is provided within the application materials as to the size or shape of the swale.
34. It appears that the main reason for the extensive increase in designation size at this location is due to the use of batters rather than retaining (the area to the south of the proposed batters appears to be retaining which reduces the extent of the designation (which is effectively unchanged from its current location)).
35. On this basis, it appears that insufficient consideration and reasoning have been given to the overall area of land being proposed to be designated, as the designation boundary is significantly greater than the area of land that appears to be required for the proposed works, which has the consequential effect of significantly limiting or preventing future development opportunities for the land subject to the designation.
36. It appears that a retaining wall solution and an alternative to a treatment swale would be less land-intensive and would therefore require less of the submitter's land to be designated. This alternative does not appear to have been considered.

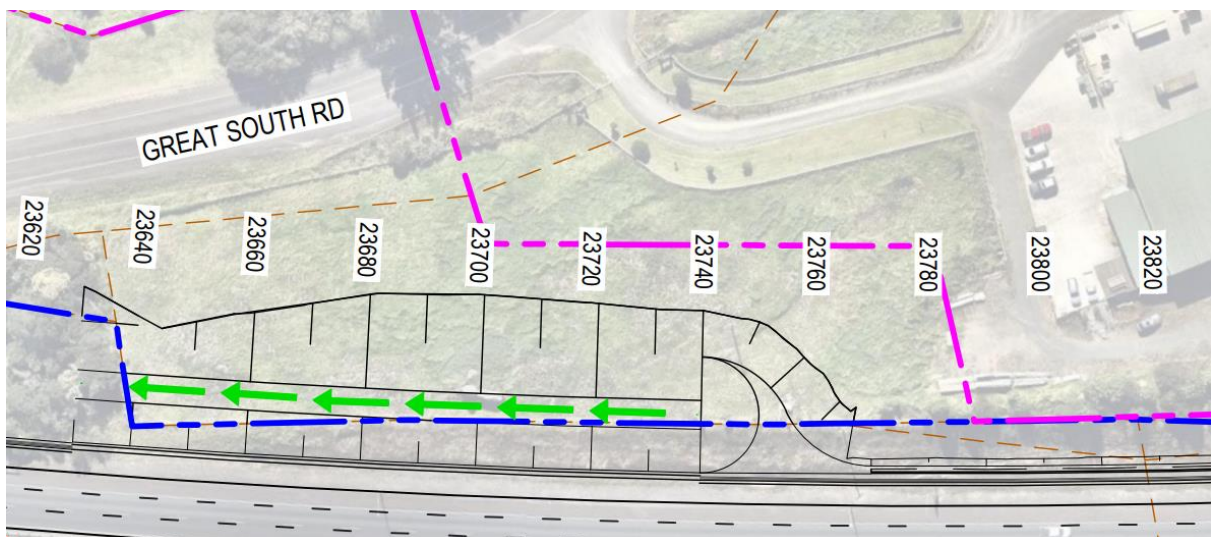


Figure 6 – Extract from General Arrangement Plan Sheet

37. Overall and in light of the above matters, the submitter considers that:
- The potential adverse effects on the Submitter have been inadequately identified, considered, or avoided, remedied or mitigated;
 - The nature and extent of the benefits of the project in this location have not been demonstrated to outweigh the potentially significant adverse effects of the project on the submitters land;
 - The adverse effects of the project are not sufficiently mitigated, including managing the effects of the NoR on adjacent activities;

- d. The project will generate significant adverse social and economic impacts, including on the Submitters business;
 - e. The proposed conditions do not adequately address the potential; for adverse effects, including significant adverse effects for the project for which the designation is sought.
38. In addition to the reasons set out above, the reasons for Dutton's opposition to the NoR and wish to have it amended, includes to ensure the Notice of Requirement:
- f. is consistent with the relevant objectives and policies of the AUP;
 - g. provides for a well-functioning urban environment;
 - h. is consistent with the sustainable management of natural and physical resources and are otherwise consistent with the purpose and principles of the RMA;
 - i. will meet the reasonably foreseeable needs of future generations;
 - j. will enable people and communities to provide for their social, economic and cultural well-being; and
 - k. will be consistent with sound resource management practice.

Relief sought

39. The submitter seeks that:
- l. The Notice of Requirement is amended to remove the land at 1940 Great South Road from the proposed designation boundary; or
 - m. that the extent of the designation boundary of NoR 3 be reviewed and reduced to minimise the required land take, and reflect the actual and reasonable area of land that is needed to accommodate the appropriate future design for the road; or
 - n. the Notice of Requirement is (at a minimum) amended to the alignment shown on the revised layout plan in **Appendix 2**; and
 - o. If the location of the designation is approved, the designation boundary be amended to show the operational extent around what will be the legal road reserve, and the construction extent (two separate designation boundaries); and
 - p. Any alternative relief of like effect, to the satisfaction of the Submitter; and
 - q. Any consequential or incidental amendments necessary to achieve the relief sought, to the satisfaction of the Submitter.

Procedural Matters

40. Dutton wishes to be heard in support of its submission.
41. If others make a similar submission, Dutton will consider presenting a joint case with them at a hearing.

42. The Submitter agrees to participate in mediation or other alternative dispute resolution, and would be pleased to discuss the content of this submission with the NZTA and Auckland Council staff.

A handwritten signature in blue ink, appearing to read 'M Benjamin', followed by a long horizontal flourish.

By its duly authorised agent: Mark Benjamin, Mt Hobson Group

Dated: 15th July 2024

APPENDIX 1 – AS-BUILT DRAINAGE PLAN

AS-BUILT-PLAN

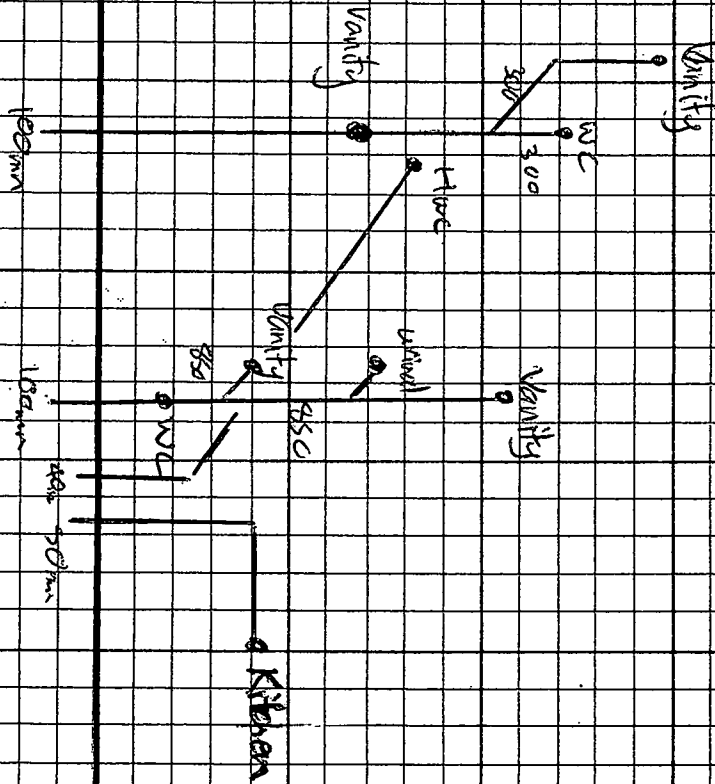
TO BE PRESENTED TO INSPECTOR
AT TIME OF DRAIN TEST & /OR INSPECTION

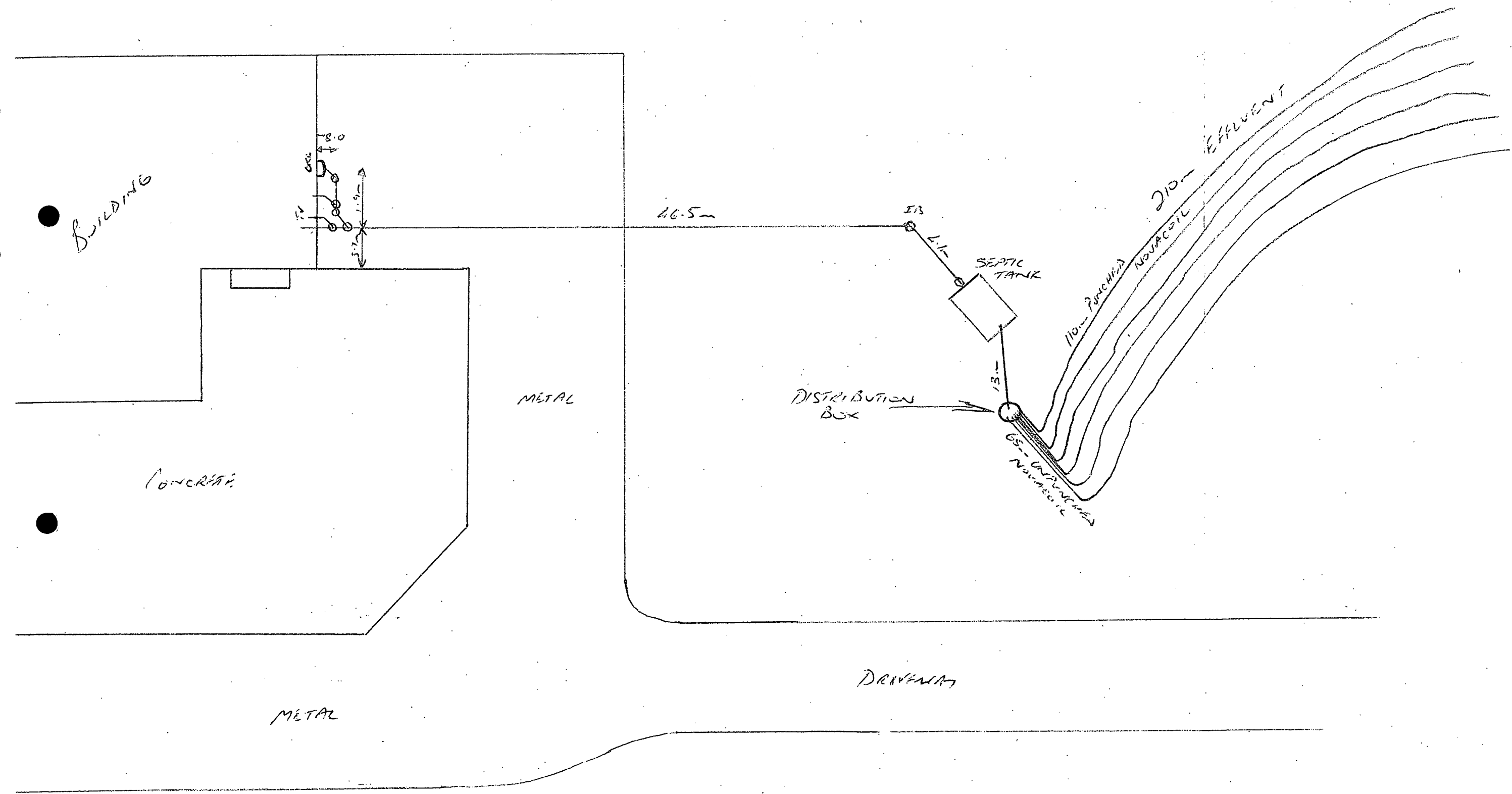
SCALE = 5mm = 1m (1:200) one small square equals 1m² All other sections (including Farms, etc.), please state scale used.
Plans to be drawn in ink. Red for sanitary drainage, Blue for stormwater, Black for buildings and boundaries.

Drainage/Plumbing Permit No. 12041
Lot _____ D.P. _____ VAL No. _____
No. _____ Street Great Stn rd
Owner's Name Timber Packaging
~~Drainlayer's~~ /Plumber's Name Shawn Whanau
17356

ROAD BOUNDARY

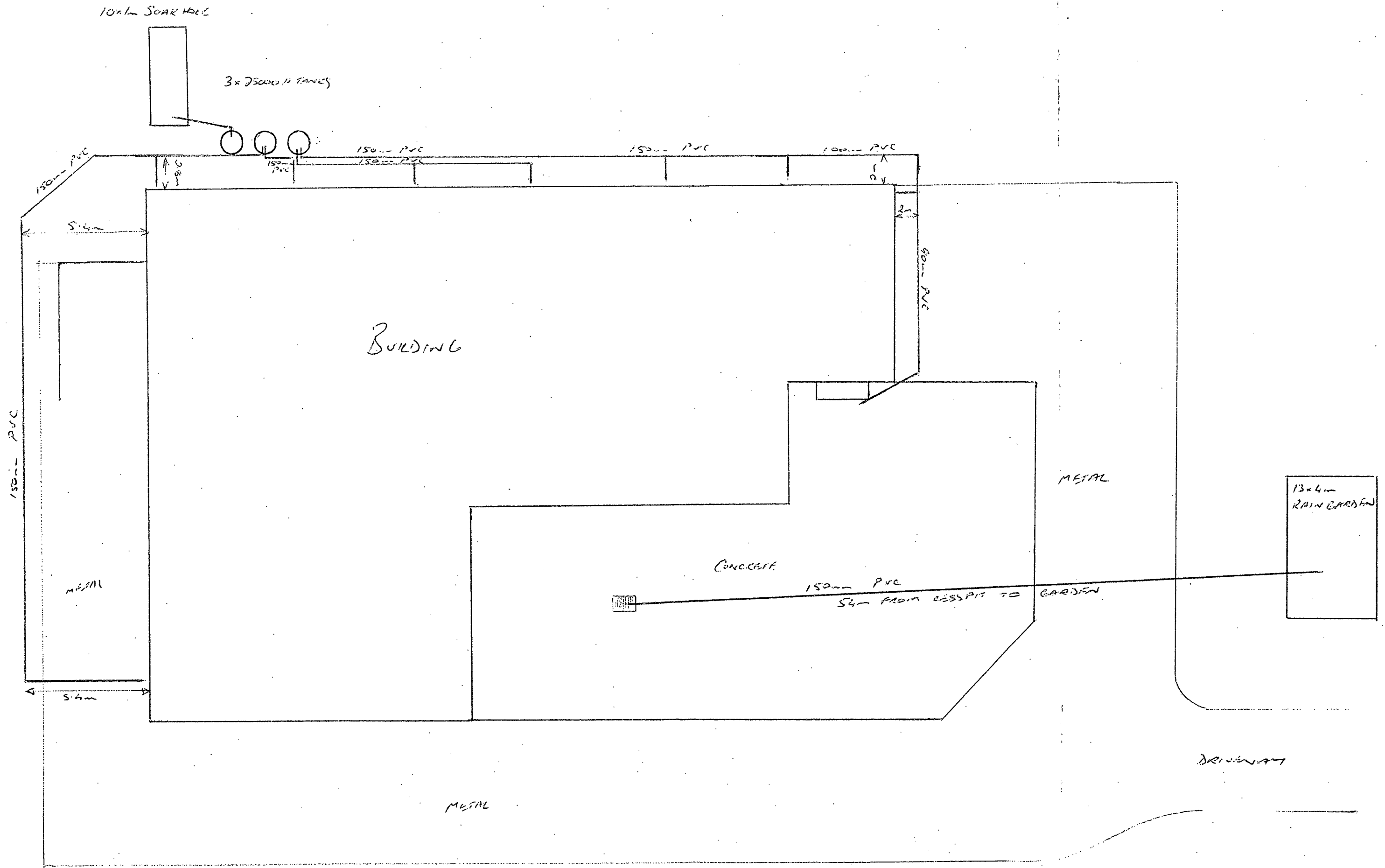
5m 10m 15m 20m 25m 30m 35m 40m



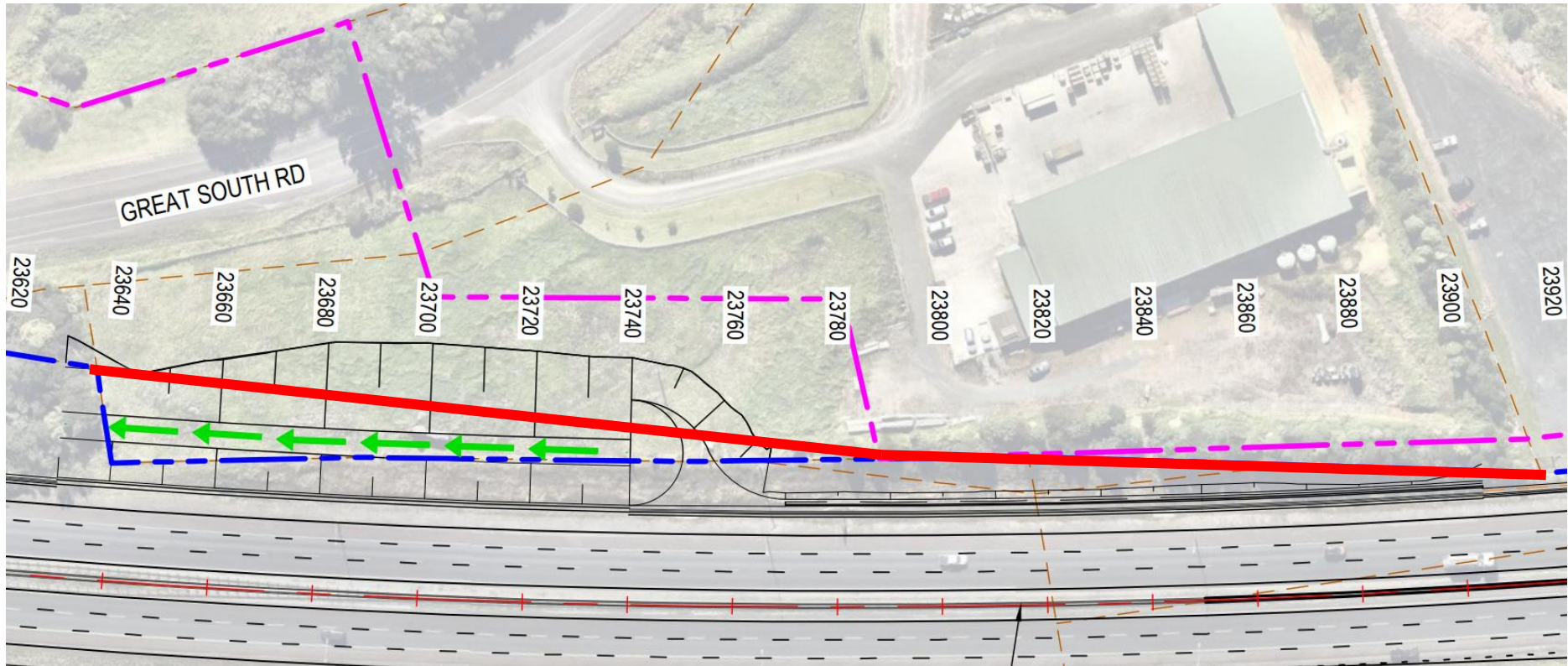


KEITH MCKENZIE CONSTRUCTION 1740 67 SOUTH ROAD, DUNEDIN.
STORMWATER PLAN

URINALATER - H. J. MCKENZIE
REG. NO. 20049



APPENDIX 2 – REVISED DESIGNATION LAYOUT SOUGHT



 **NoR/Designation boundary sought by submitter**

Attn: Planning Technician
Submission on Notice of Requirement lodged by New Zealand
Transport Agency: Papakura to Bombay (P2B) Project Stage 2:
Alteration to Designation 6701 State Highway 1 – Bombay (NoR
3)

NOR3 # 08

15 July 2024

SLR Ref No.: Papakura to Bombay NoR 3_Z
Energy Submission_Final

15 July 2024

SLR Ref No.: Papakura to Bombay NoR 3_Z Energy Submission_Final

Attn: Planning Technician
Auckland Council
Level 16,
135 Albert Street
Private Bag 92300
Auckland 1142

By email: unitaryplan@aucklandcouncil.govt.nz

**RE: Submission on Notice of Requirement lodged by New Zealand Transport
Agency: Papakura to Bombay (P2B) Project Stage 2: Alteration to
Designation 6701 State Highway 1 – Bombay (NoR 3)**

Submitter:

Z Energy Limited
PO Box 2091
Wellington 6140

Address for Service

SLR Consulting New Zealand
PO Box 911310
Victoria St West
Auckland 1142

Attention: Shravan Miryala

Phone: 021 046 8096

Email: shravan.miryala@slrconsulting.com

Introduction

1. This submission is on behalf of Z Energy Ltd. (**Z Energy** or **Z**) regarding the Notices of Requirement (**NoR**) submitted by the New Zealand Transport Agency (**NZTA**) for the Papakura to Bombay (**P2B**) Project Stage 2. The P2B Project Stage 2 comprises five NoR's. Its objective is to enhance State Highway 1 (**SH 1**) between Drury South and Bombay by upgrading infrastructure to enhance accessibility for all road users, including active transportation modes. The project aims to support regional growth by improving safety, functionality, and resilience along the existing transport corridor.
2. NoR 3 is one of the five NoR's. NZTA has sought to alter an existing designation relating to SH 1 (6701 - State Highway 1 – Bombay) through NoR 3 under section 181 of the RMA. The highway is currently designated for 'Motorway' purposes in the Auckland Unitary Plan (**AUP**). The proposed amendments include modifying the boundary of the existing designation and introducing new conditions related to the construction, operation, and maintenance of the motorway designation.
3. Z Energy has an interest in the following site which is affected by NoR 3:
 - The Z Bombay service station, located at 229 Mill Road (Lot 1 DP 40410) and 2020 Great South Road (Part Lot 3 DP 47888) (**Site**).

Trade competition

4. Z Energy could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

Summary of submission

5. Z Energy opposes NoR 3.
6. In particular, Z Energy's opposition is on the basis that the NoR 3:
 - will result in the significant loss of Site features and facilities;
 - will require changes to the layout of the Site, including a Site-wide redevelopment, which, if not able to be achieved, renders the Site inoperable; and
 - the extent of the designation and the works proposed for the upgrade of SH 1, as they affect the Site, are not reasonably necessary to achieve the objectives for the project for which NoR 3 is sought.
7. NoR 3's layout and general arrangement plans show a noticeable setback between the permanent road corridor changes (e.g. edge of carriageway; shared use path and berm on Mill Road) and the designation boundary. While Z understands that NZTA's intention is to 'pull back' the designation boundary following completion of construction so that it is aligned with the finalised permanent works corridor, this submission focuses on all potential effects, understanding that permanent road upgrade works could potentially be undertaken by NZTA up to the designation boundary, if it is confirmed at its current location.
8. Z Energy's opposition is also on the basis that:
 - The project does not promote the sustainable management of natural and physical resources as required by Part 2 of the RMA;
 - The project does not enable people and communities to provide for their social, economic, and cultural well-being and for their health and safety;

- The project does not promote the efficient use and development of urban land and development infrastructure;
- The Assessment of Environmental Effects is inadequate and does not address the significant adverse effects of the works in sufficient detail to address matters under section 171(1) of the RMA;
- The potential adverse effects on Z Energy at Z Bombay have been inadequately identified, considered, or avoided, remedied, or mitigated;
- The nature and extent of the benefits of the project have not been demonstrated to outweigh the potentially significant adverse effects of the project;
- The adverse effects of the project are not sufficiently mitigated, including managing the effects of the NoR 3 on adjacent activities;
- The project will generate significant adverse social and economic impacts, including on Z Energy's business;
- The proposed conditions do not adequately address the potential for adverse effects, including significant adverse effects; and

Characteristics of service stations and truck stops

9. In order to understand how the NoR 3 could impact the Site, it is important to understand the key characteristics of service stations and truck stops. They are complex land use activities. Their design and layout require careful consideration of a wide range of matters and adherence to industry standards to ensure that they can operate safely and efficiently. This includes in relation to:
 - The transfer, storage and handling of hazardous substances. Key hazardous substances components of service stations and truck stops, including underground and aboveground fuel storage, remote fill points, associated underground fuel lines, and above ground fuel pumps, must be carefully designed and sited in accordance with relevant legislation, to ensure that potential adverse environmental effects and health and safety risks are appropriately managed. Relevant legislation includes the Hazardous Substances and New Organisms Act 1996 (**HSNO**) and Health and Safety at Work Act 2015 (**HSWA**).
 - Stormwater. Stormwater discharges at Z Energy service stations and truck stops are managed in accordance with the 'Environmental guidelines for water discharges from petroleum industry sites in New Zealand', Ministry for the Environment, 1998 (**The MfE Guidelines**). To be compliant with the MfE Guidelines, 'at risk' areas (i.e. locations where fuel products are being transferred, such as the refuelling forecourt and remote fill points) must be graded and directed to treatment devices such as an oil-water separator and treated separately (usually) than the 'balance' stormwater.
 - Road frontages, including signage. The road frontages of service stations and truck stops are critical to their safe and efficient operation. Frontages typically contain landscaping comprising low-level shrubs and grasses, which ensures clear visibility of the forecourt for motorists to safely enter / exit the site whilst also providing an amenity buffer between the site and streetscape. Landscaped frontages also provide a safety buffer, acting as separation between the pedestrian footpaths / road carriageways, and the site's manoeuvring areas. The frontage also contains signage, which provides for early identification of the site to promote safe access, including the prime sign which is required under the Fuel Industry Regulations 2021 to clearly display fuel pricing to road users.

- Location. As service stations are heavily reliant on the road network for their customers and the agglomeration of business in the surrounds, they are predominantly located on key arterial routes. Accordingly, the relationship between a site and the road environment is critically important to the location and operation of a service station.
- Traffic access and safety. Service stations and truck stops are 24/7 vehicle orientated activities which accommodate customers as well as fuel tanker trucks (**tankers**) which frequently deliver fuel to their sites. Having a layout that ensures safe and convenient access and manoeuvring for tankers and customers entering, exiting and moving within the site is a critical component of service stations.

The submission

The Site - Z Bombay

10. The current Z Bombay service station (located at Lot 1 DP 40410 and Part Lot 3 DP 47888) sits at the intersection of Mill Road and Great South Road. Figure 1 below outlines notable site features: a convenience store; an eight-lane refuelling forecourt with canopy; landscaped areas at the front; front boundary signage including the price sign and directional signage at the road frontage and prime sign with Z branding, parking for cars and trailers; an underground oil-water separator; remote fill points; underground fuel tanks; LPG gas bottles; a six-lane diesel/truck stop; a water bore; a stormwater disposal pond to the north; and on-site wastewater management with disposal fields to the west.
11. Recently, Electric Vehicle Charging Infrastructure (**EVCI**) with ancillary equipment was installed to the southwest of the convenience store as part of Z Energy's EV charging network rollout across New Zealand.
12. Vehicle access includes four vehicle crossings: one entry-only from Mill Road, one exit-only for the main service station, and two crossings for the truck stop on Great South Road.
13. Notably, the site (and immediate area) is not reticulated by any public wastewater; water or stormwater networks.
14. Z Energy 2015 Limited owns 2020 Great South Road (Part Lot 3 DP 47888) where the wastewater, stormwater infrastructure, balance landscaping, and truck stop are located. Z Energy leases the land at 229 Mill Road (Lot 1 DP 40410) where the convenience store, forecourt canopy, refuelling pumps and lanes, and underground tanks are located. Z Energy owns the building and infrastructure within this land. Necessary easements are in place on each Record of Title.
15. The site and surrounding land to the north, east and south-east are zoned Rural Production under the AUP. The immediate locality is predominantly rural, with a temple directly adjoining to the north of the Site. A commercial hub known as The Junction to the south of Mill Road has a number of commercial activities including restaurants, cafes and the Waitomo service station and truck stop. There is a rest stop/motorway service area, food and service facilities including a McDonalds and a BP service station to the west of the northbound off-ramp zoned Business – Neighbourhood Centre Zone.

The NoR as it affects the Site

16. NoR 3 proposes the following within and adjacent to Z Bombay:
 - a) The existing designation boundary on SH 1, along the western Site boundary, will be extended eastward along the Site's entire length. This extension will include slopes (batters) associated with SH1's proposed southbound off-ramp layout.

- b) The revised Mill Road corridor layout to the south of the Site will feature two eastbound lanes, a new berm, a shared user path and associated slopes (batters) encroaching into the southern portion of the Site.
- c) To facilitate the works outlined in NoR 3, NZTA proposes to designate approximately 5,215m² of the Z Bombay Site. This includes 920m² from 229 Mill Road and 4,295m² from 2020 Great South Road.
- d) The proposed permanent road corridor upgrades and designation boundary encroach beyond and will affect several critical features along the Mill Road frontage. This includes:
 - the forecourt canopy, including all refuelling lanes and pumps. Notwithstanding the designation encompassing the entire forecourt, it is extremely likely that it will need to be removed or relocated as a result of the proposed slope batters straddling the southern extent of the refueling forecourt, which will impact various components described in paragraph 9 above including stormwater drainage, HSNO setbacks at the fuel pumps, vehicle access / manoeuvring, and other underground infrastructure.
 - the Mill Road entrance-only access point. The proposed shared path replaces this existing access point, with no provision made for alternative access, and the NoR 3 designation boundary extends well beyond this.
 - vehicle parking and manoeuvring areas at the Mill Road Site frontage.
 - a portion of the underground fuel tanks located to the south-east of the convenience store within the designation extents.
 - underground infrastructure including fuel delivery lines, stormwater cess pits, and drainage. These will be affected by the road batters and designation extents.
 - the Site's landscaped frontage berm. This will be affected by the road corridor and require removal,
 - signage, such as the price display. These will be affected by the new road corridor, and
 - recently installed EVCI, some of which are wholly or partially within the designation.
- e) Additionally, the NoR 3 boundary extends along the western edge of the Site adjacent to SH 1, encroaching over approximately half of the Site's wastewater discharge fields and vegetation.

17. **Figure 1** below provides a visual representation of where each of these site features sit in relation to NoR 3.

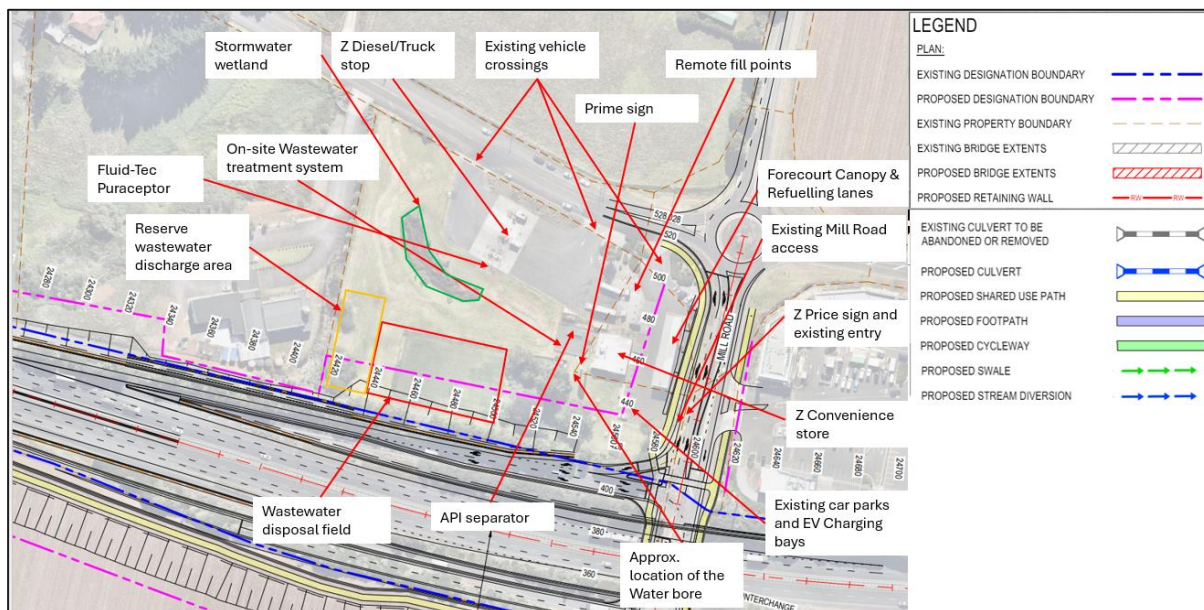


Figure 1: Z Bombay Site Features in Relation to Proposed NZTA NoR 3 General Arrangement Plan - Sheet 14.

Assessment of Effects

Overview of submission and effects

18. Z Energy strongly opposes the proposal to establish a widened road / SH 1 corridor through its Site as part of NoR 3.
19. Z Energy submits that the NoR 3 will result in significant adverse effects on Z Bombay.
20. Permanent adverse effects will be generated in terms of hazardous substances (proximity of the proposed road corridor to underground fuel tanks and at-risk drainage); traffic; stormwater management, treatment and disposal; wastewater treatment and disposal; landscaping; signage; construction; social and economic effects. These will almost certainly require a complete redesign and redevelopment of the Site. The combination of the loss of some or all of these key features results in consequential adverse effects.
21. With respect to temporary effects, as a 24/7 vehicle-oriented activity, maintenance of convenient and safe access for passing traffic to the service station is critical for the duration of the construction works. The proposed conditions rely heavily on a range of further assessments and information, including via the submission of management plans, to address effects. The suite of management-plan based conditions does not require or direct meaningful consultation with landowners and occupiers or establish outcomes to be achieved. As such, the extent to which the works will affect and/or compromise the Z's business cannot be ascertained, and the ability of Z to influence the detail of how the works are managed to minimise effects as far as practicable are extremely limited.
22. Due to the critical nature of the key Site features affected, such as the refuelling forecourt and canopy and its corresponding underground stormwater treatment system, along with the wastewater disposal field, these features cannot be simply relocated elsewhere within the Site around existing facilities or buildings. The entire Site will need to be reconsidered and redesigned. At this stage it is unclear whether this would be possible given the extent of the designation.

Property access and traffic effects

23. Having a layout that ensures safe and convenient access and manoeuvring for tankers and customers entering, exiting and moving within the Site is a critical component of service stations. At Z Bombay, the Mill Road access point is critical for the Site to operate safely and effectively. It is crucial that this entrance way ties in safely and conveniently with Mill Road.
24. It is unclear if access off Mill Road will be retained or abandoned as per Figure 2 below. If the Mill Road vehicle access is removed, the customers will have to drive to the roundabout and take the first exit on to Great South Road and turn left to enter the site. This will significantly affect vehicle movements and operations within the Site requiring the entire redevelopment of the Site.

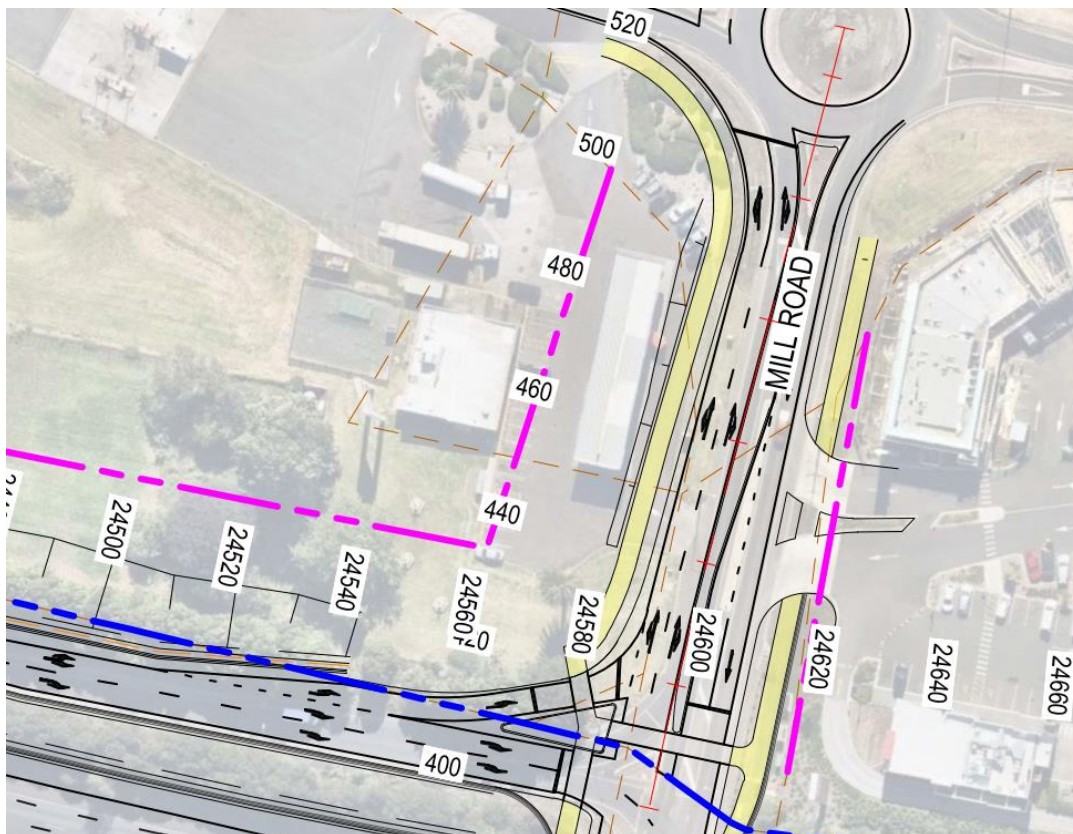


Figure 2: Proposed General Arrangement Plan (Source: NZTA) showing no vehicle access off Mill Road to the Site (compared with, for example, The Junction site at 2038 Great South Road immediately opposite and to the south).

Hazardous Substances

25. Z also has concerns regarding the proximity of the proposed road corridor to areas within the Site where the handling, storage and transfer of hazardous substances occurs, including the underground fuel storage tanks and remote fill points. HSNO and HSWA legislation dictates that the required hazardous area setbacks cannot under any circumstances fall within the road reserve as this is a significant public safety risk. The designation boundary encompasses a number of these features, and as noted above, Z is concerned that the permanent works corridor could be altered to the extent of the designation boundary, notwithstanding NZTA's present intent to roll back this boundary.

26. The proximity of the proposed designation boundary to the tanker delivery route is also a significant concern to Z. Refer to the location of the underground tanks shown in **Figure 3** below. When fuel tankers enter the site to deliver fuel, they park to the right of the remote fill points (as they must fill from the left-hand side of the tanker). Tankers deliver up to 30,000 litres of petroleum product to the Site on a regular basis. As such, the Site layout has been carefully designed to accommodate fuel tanker deliveries, including the location of remote fill points to accommodate their tracking curves within the Site. Tankers cannot be impeded by any vehicles and must be protected from any unnecessary movements / manoeuvres of other vehicles. Tankers cannot, under any circumstances, reverse manoeuvre. The proposed NoR 3 layout does not appear to have factored in these safety issues, noting its proximity to the underground tanks and the southern tanker exit off Great South Road.

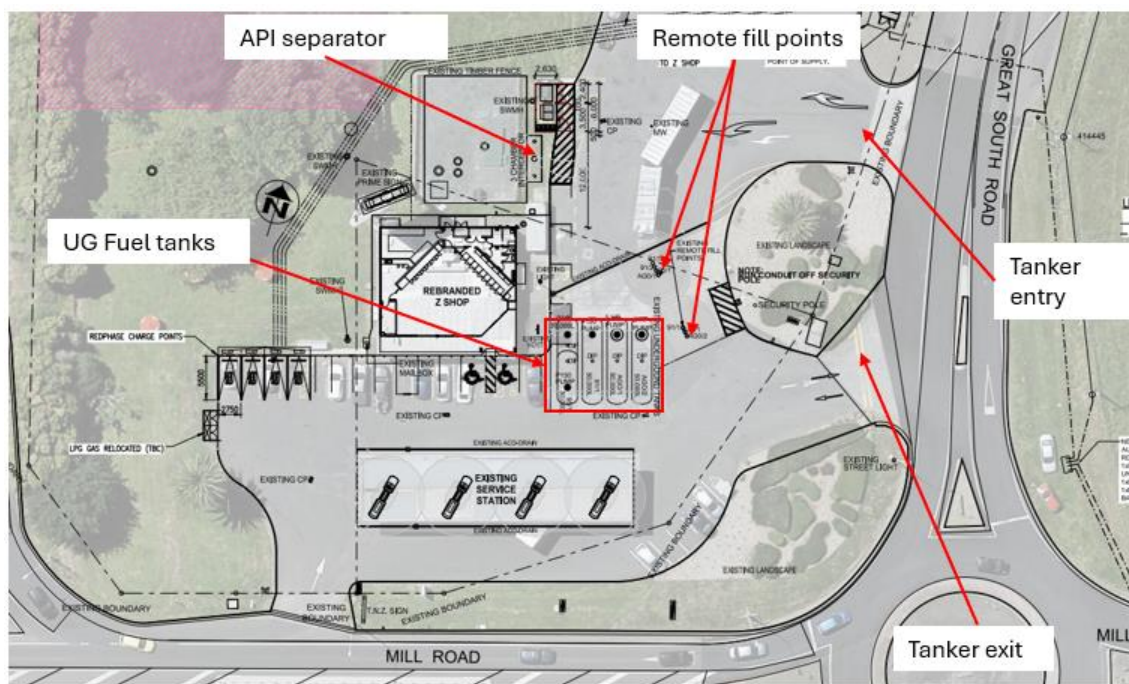


Figure 3: Z Bombay location of underground (UG) fuel tanks and remote fill points
(Source: Z Energy)

Effects on Critical Infrastructure

27. There is no reticulated wastewater and stormwater network available. Consequently, wastewater and stormwater from the Site must be treated and discharged on-site, occupying significant portions of the land available. Specifically, the wastewater treatment facility is located north of the convenience store, while disposal fields are positioned along the western boundary adjacent to SH 1, as depicted in **Figure 4** below. The proposed extension of NoR 3 along the western boundary of the Site will affect approximately half of the current wastewater disposal field. If this critical facility is unable to be relocated on the Site, this will mean the facility is inoperable.
28. In addition to the above wastewater disposal effects, the NoR 3 may result in the loss of other underground stormwater infrastructure located under and in the vicinity of the remote fill points and forecourt refuelling area under the canopy. These impervious areas are referred to as “at risk” areas, which are drained/diverted separately from the balance impervious areas at the Site. Stormwater from the at risk areas discharges to an

underground oil-water separator which is located to the north-east of the convenience store. Noting where the NoR boundary is positioned, a full redesign of the stormwater facilities will be required, if possible.

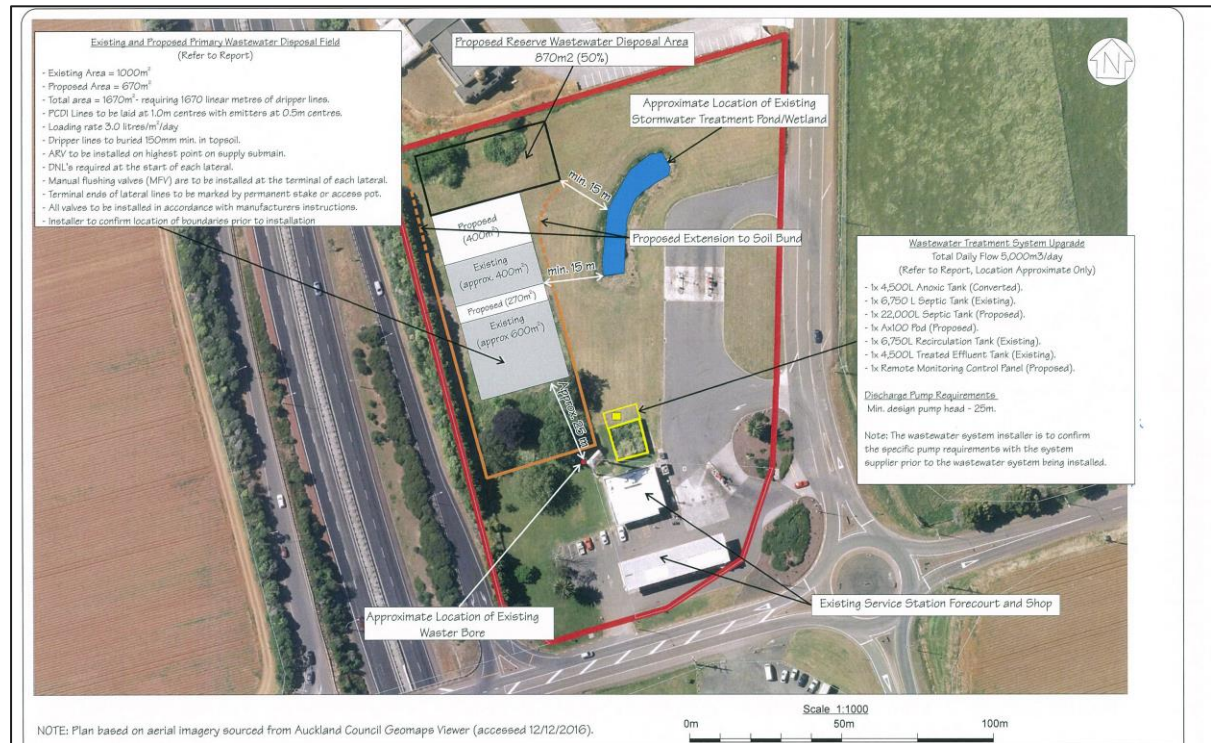


Figure 4: Wastewater disposal fields and wastewater treatment system from 2017.
Source: Ormiston Associated Ltd.

Boundary effects, including landscaping and signage

29. The permanent works encompass most of the Site's landscaped frontage, although it is acknowledged that much of this landscaping is located in the legal road reserve. Low lying landscaped frontages are an important component at service stations as they provide an amenity buffer, separate public areas from hazardous substances, facilitate signage, and ensure clear visibility of the service station for vehicles passing. The price sign is a legislative requirement and must be located at a visible location at the Site's main frontage. The landscaped frontage and price sign will need to be relocated within the Site as a result of the NOR and it is not clear how this will be accommodated noting the extent to which the NOR boundary encroaches into the Site.

Consequential effects on the Site's layout and operation

30. The design of service stations and truck stops require careful consideration of a wide range of matters. Any alteration to components within a service station site have the potential to generate consequential effects on site layout, and in turn, adversely affect the site's ability to operate safely and efficiently. This includes changes that might appear 'discrete' (for example removing front yard landscaping or alterations to accesses).
31. The proposed designation boundary encroaches into a number of features at Z Bombay, such that the following changes and design considerations may need to be carried out for the Site to remain in operation:
- Demolition or removal or relocation of all site facilities.
 - Redesign and relocate the Z store and canopy over the refuelling forecourt.

- Redesign and relocate the wastewater disposal field. Note that with the significant encroachment into the Site from the SH 1 widening NoR, Z is not clear if this is possible given the limited land remaining that site outside of the NoR.
- Redesign and relocate the underground fuel tanks.
- Redesign vehicle access and manoeuvring.
- Redesign the stormwater treatment and drainage.
- Likely redesign of the diesel/truck stop facility if all retail related infrastructure is required to be moved north into the site to accommodate the designation area along Mill Road.

Construction Effects

32. Z also has concerns regarding significant adverse construction effects. As a 24/7 vehicle-oriented activity, maintenance of convenient and safe access for passing traffic to the service station is critical for the duration of the construction works. The proposed conditions rely heavily on a range of further information being sought, including via the submission of management plans, to address effects.
33. While some management plan conditions appear effective, not all appear to clearly require meaningful consultation with affected parties (e.g. landowners and occupiers) or establish outcomes to be achieved. As such, the extent to which the construction works will affect and/or compromise Z Energy's business cannot be ascertained and the ability of Z Energy to influence the detail of how the construction works are managed to minimise effects as far as practicable are extremely limited.

Effect on the Submitter's ability to lawfully operate its site

34. The existing service station was established through the grant of resource consents. Any change to the layout of the Z Site arising from the designation will make it difficult for Z Energy to comply with the conditions of those resource consents. Similar issues apply in relation to compliance with other legislation and regulations such as HSNO & HSWA and the necessary design response for maintaining and operating, on an ongoing basis, a service station under these regulations. These impacts need to be considered in some detail and may necessitate obtaining variations or new resource consents. In the absence of further information, including detailed design, the nature of any such changes and likelihood of obtaining the required approvals is unknown.

Summary of Effects

35. NoR 3 will result in significant adverse effects on the Z Site. The permanent works corridor as presently shown will necessitate relocating critical features essential for the Site's operation including the refueling forecourt and canopy, the Mill Road vehicle access, parking / manoeuvring areas, servicing infrastructure including the wastewater disposal field; stormwater, and the landscaping frontage including the price sign. The designation boundary encompasses a number of these features, and Z is concerned that the permanent works corridor could be altered to the extent of the designation boundary, notwithstanding NZTA's present intent to roll back this boundary.
36. As such, a complete redesign of the Site is likely to be required. However, a redesign of the Site will not be a straightforward exercise (if it is possible at all) with the reduced operating footprint, when factoring in industry legislation, accommodating self-servicing infrastructure, and the need to ensure a safe and efficient layout. As such, there is a risk of permanent Site closure.

Timing of Project

37. Due to the absence of allocated or available funding for this project, construction is not expected to commence for the next 15-20 years. Having no lapse date and uncertainty around project completion, compounded by the 'indicative design' approach of NoR 3 for the permanent works corridor, there remains substantial uncertainties for Z Energy. These uncertainties severely hinder Z Energy's ability to effectively plan for the Site including further expansion of the EVCI, including its necessary redesign following the NoR, leading to significant potential adverse social and economic effects. In Particular, given that Z Energy leases 229 Mill Road (Lot 1 DP 40410) the lapse period creates significant complications and uncertainty for future decisions in relation to lease renewal between now and the unclear and uncertain date for the project to be implemented.

Assessment of alternatives and reasonably necessary

38. There is little to no evidence of the complexity and range of potentially significant adverse effects on the Z Site being assessed in the notified documents.
39. Z considers the information provided by NZTA is inadequate and does not satisfy section 171 of the RMA. This is because:
- NZTA does not have an interest in the Site;
 - The NOR creates significant adverse effects on the Site and on Z Energy, and
 - Inadequate consideration has been given to an alternative site, route or method of undertaking the work.
40. Z Energy does not consider that NoR 3 as notified, and as it specifically relates to the Site, is reasonably necessary to achieve the objectives of the designation under Section 171(1)(c) of the RMA. This is because:
41. The noticeable discrepancy between the intended permanent works corridor and the NoR boundary has not been justified at all by NZTA in notified documents. In particular, there has been no evidence or justification for the necessity of the approximately between 15m-18m discrepancy between the Mill Road corridor and the NoR boundary at this location. As such, it cannot be concluded that it is reasonably necessary.
42. NZTA has demonstrated that it is willing and able to consider alternatives to avoid, remedy or mitigate potential effects.
43. NZTA appears to have proposed retaining walls along a portion of the western boundary along SH 1 at 1998 Great South Road (site to the north) where the existing building and tanks are. It is unclear in the notified documents why retaining walls have been proposed outside of 1998 Great South Road, and batter is proposed at the Z Energy Site. The boundary treatment at 1998 Great South Road suggests that the extent of encroachment into the Site may not be reasonably necessary because a different design approach could be implemented similar to the 1998 Great South Road which would reduce the consequential effects on Z operations.

Conditions

44. Z Energy has reviewed the proposed conditions contained in Attachment C of Form 18 – NoR 3. Failure to factor in the site-specific issues identified in this submission early on at the detailed design stage has potentially significant adverse effects and may render the Site inoperable. Z Energy is therefore of the opinion that the conditions should provide more specific recognition of matters that need to be addressed at detailed design stage, rather than leaving this ambiguous and open-ended. To address this outcome, and broadly comment on the suite of conditions, Z Energy submits that:

- a) Development of all management plan conditions should require consultation with affected landowners and occupiers.
- b) Management of effects under all management plans should require consultation with affected landowners and occupiers.
- c) The extent to which feedback from consultation with affected landowners or occupiers is to be taken into account is unclear and should be acknowledged as a priority through conditions: i.e. by including a clear requirement that feedback be considered and implemented to the extent practicable by the requiring authority.
- d) The conditions do not go far enough, and should be amended, to demonstrate that effects on the Z Energy Site will be appropriately avoided, remedied or mitigated.

Relief Sought

45. The following relief is sought by Z Energy:

- a) That a recommendation is made to modify the boundaries of the NoR 3 to avoid encroaching on the Site. This is the primarily relief sought by Z Energy and currently the only relief that Z Energy considers will meet the requirements of the RMA.
- b) Alternatively, if NoR 3 is confirmed (and continues to encroach into any part of the Site), Z Energy seeks that the following condition changes are recommended (at a minimum):
 - **Proposed Condition GC.3 (Designation Review)** – The use of the phrase “as soon as practicable” is unclear in the context of this condition and leaves the requirement to roll back too open and unrestricted in terms of timeframe for implementation. Amend the condition so that it states: *As soon as reasonably practicable following completion of Construction, and otherwise within 12 months of Completion of Construction for each Stage of the Project the Requiring Authority shall...*
 - **Proposed Conditions PC.3 (Outline Plan(s) of Works (designation)) and PC.4 (Management Plans)** – As drafted, the conditions only require the requiring authority to incorporate feedback from NZTA Southern Iwi Initiative Group (NZTA Southern IIG). No other stakeholders are required to be consulted with. In addition, the condition simply directs the requiring authority to summarise feedback and state whether the feedback has been incorporated or not. The conditions should be amended to require that other stakeholders are included in clause (c) of PC.3 and clause (a)(iv) of PC.4, and that the summary of comments received required by PC.4(a)(iv) demonstrates how, as far as practicable, the feedback from stakeholders has been incorporated.
 - **Proposed Condition PC.6 (SCMP)** – Z Energy supports this condition insofar as it clearly states that stakeholders are to be communicated with as part of a Construction Stage of Work. Z Energy must be included and identified as a stakeholder under PC.6(c)(iv).
 - **Proposed Condition PC.7 (ULDMP)** – Z Energy supports the objective of the condition, which is to enable integration of the Project’s permanent works into the surrounding landscape. Clause PC.7(d) of this condition requires key stakeholders identified through Condition PC.6 to be invited to participate in the development of the ULDMP at least six months prior to the start of detailed design for a Stage of Work. Z Energy seeks that “key” is deleted so that all stakeholders are invited to participate. Alternatively, that Z Energy is identified as a “key stakeholder: Further, the SCMP condition (PC.6) relates to Construction Stages of Work, It requires, at PC.6(a), the SCMP to be submitted to Council at least 10 working days prior to the Start of Construction. Z assumes

that the SCMP will be prepared and implemented by the requiring authority prior to submitting it to council, however it would be helpful if the conditions clarified how these two conditions' relative timings will work in practise.

- **Proposed condition OPW.2 (Existing Property Access)** – Z Energy supports the reference to both landowners and occupiers in the first sentence of this condition. This makes it clear that occupiers and landowners whose accesses are altered by the Project will be consulted with before the Outline Plan is lodged, presumably to feedback on detailed design. Z Energy seeks that this condition is amended so that it is clear that all existing vehicle crossings are retained or replaced to the satisfaction of Z Energy. Z Energy also seeks that this condition is amended so that not just *safe* access is provided, but access that is efficient and effective. The condition is unclear if any action or implementation is required by the requiring authority following consultation. It is recommended that the condition should require the requiring authority to summarise comments received from all affected landowners, occupiers or leaseholders demonstrating how, as far as practicable, the feedback has been incorporated, along with a summary of where comments have been incorporated and where not incorporated, the reasons why.
- **Conditions CC.4 and CC.22 (CEMP and CTMP)** – These two conditions do not require consultation or engagement with any party in their preparation besides Auckland Transport. It is unclear from the SCMP condition if these Management Plans, which relate to construction Stages of Work, are to be prepared in consultation with stakeholders (per PC.6(b)). Z Energy seeks that NZTA either amends these conditions to require affected parties to be engaged with to participate in the drafting of these management plan OR amends the SCMP condition so that this requirement is clear. And more specifically, in relation to the CEMP condition CC.4(c)(vi) which requires methods for providing for the health and safety of the general public, it is unclear who the “general public” is considered to be in this case, and whether the health and safety of Z Energy, its staff, customers and delivery drivers is accounted for. Regarding CC.4(c)(x) it is unclear what the condition clause is referring to. For instance, what entails a measure to “address the storage” of fuels and other matters?. Is the condition limited to the storage of hazardous substances within the designated area, or does it extend to other hazardous substances in the vicinity of the site, including HSNO separations?. I note that the interface between Z’s site and temporary construction uses in proximity – in particular if there is any storage or use of hazardous substances, or sensitive activities including people nearby – is important and should be considered in drafting the CEMP.

- c) Z Energy also seeks any additional or consequential relief to give effect to the matters raised in this submission.

46. Z Energy wishes to be heard in support of its submission.

47. If others make a similar submission, Z Energy will consider presenting a joint case with them at a hearing.

48. Z Energy would be pleased to meet with NZTA to discuss this submission.

Signed on behalf of Z Energy Limited

Regards,
SLR Consulting



Shravan Miryala
Principal Planning & Policy Consultant
shravan.miryala@slrconsulting.com

**Submission on five Notices of Requirement for the Papakura to Bombay (P2B) Project
Stage 2, NZ Transport Agency Waka Kotahi – seeking Notices of Requirement for Stage 2 of
the Papakura to Bombay Project – Papakura ki Pukekura**

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert
Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("NoRs") for the Papakura to Bombay
(P2B) Project Stage 2.

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 15 July 2024

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the Papakura to Bombay (P2B) Project Stage 2, which includes five NoRs lodged by New Zealand Transport Agency Waka Kotahi ("**NZTA**") as a requiring authority under the Resource Management Act 1991 ("**RMA**"), being:
- (a) NoR lodged by NZTA to alter Designation 6706 State Highway 1 – Takanini to Drury;
 - (b) NoR lodged by NZTA to alter Designation 6700 State Highway 1 – Drury to Bombay;
 - (c) NoR lodged by NZTA to alter Designation 6701 State Highway 1 – Bombay;
 - (d) NoR lodged by NZTA for a Shared User Path; and
 - (e) NoR lodged by NZTA for Drury South Interchange Connections.

- 1.2 Watercare neither supports or opposes these NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs respond to the issues raised in this submission and avoid, remedy, or mitigate potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.
- 1.3 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

- 2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.
- 2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, from 2023-2053, this is expected to increase by another 520,800 people, potentially requiring another 200,000 dwellings along with associated drinking water, stormwater and wastewater infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.
- 2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹
- 2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part) and the Auckland Council Future Development Strategy.
- 2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

- 3.1 This is a submission on the NoRs (summarised above) that were publicly notified on 14 June 2024.
- 3.2 As noted previously, Watercare neither supports or opposes these NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.3 Watercare seeks to ensure that there is a live and continual process planned forward to recognise that asset management and construction plans are constantly updating and changing.
- 3.4 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the Papakura to Bombay Stage 2 Project develops.
- 3.5 Watercare seeks early engagement from the requiring authority for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's *"Water Supply and Wastewater Network Bylaw 2015"* (updated 2021).
- 3.6 Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the project areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authority that may impact Watercare's services.

4. RECOMMENDATION SOUGHT

- 4.1 Watercare seeks that Auckland Council recommends:
- (a) amendments to the conditions of the NoRs , including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
- 4.2 Watercare does not wish to be heard in support of this submission.



Mark Iszard
Head of Major Developments
Watercare Services Limited



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 31 Gilberthorpes Road, Islington
 Christchurch
 PO Box 21154 Edgware
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 P 04 590 7000
www.transpower.co.nz

12 July 2024

Auckland Council
 Level 16, 135 Albert Street
 Private Bag 92300
 Auckland 1142

Via email - unitaryplan@aucklandcouncil.govt.nz

Kia ora,

RE: SUBMISSION BY TRANSPOWER NEW ZEALAND LIMITED ON THE NOTICES OF REQUIREMENT 1-5 FOR STAGE 2 OF THE PAKAKURA TO BOMBAY PROJECT – PAKAKURA KI PUKEKURA (P2B) PROJECT

1. INTRODUCTION

This document and attachments form part of Transpower New Zealand Limited's (Transpower) submission to the five (5) Notices of Requirement (NoRs) lodged with Auckland Council by NZ Transport Agency Waka Kotahi (NZTA) for Stage 2 of the Pakakura to Bombay Project – Pakakura ki Pukekura (P2B) project.

Transpower understands that the purpose the P2B Project Stage 2 is to provide upgrades to State Highway 1 (SH1) between Drury South and Bombay, improving accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of the existing transport corridor.

The NoRs are summarised as follows:

- NoR 1 - Alteration to SH1 Designations 6706, for which NZTA is the requiring authority;
- NoR 2 - Alteration to SH1 Designations 6700, for which NZTA is the requiring authority;
- NoR 3 - Alteration to SH1 Designations 6701, for which NZTA is the requiring authority;
- NoR 4 - Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange, for which NZTA will be the requiring authority; and
- NoR 5 - Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange, for which NZTA will be the requiring authority.

Transpower acknowledge the engagement undertaken between Transpower and NZTA during the development of the proposal over recent years. Transpower understands that engagement will continue as the project progresses through the detailed design phase.

Transpower's general position is neutral in relation to the merits of the proposal. However, Transpower wishes to highlight to the need to appropriately avoid, remedy or mitigate any potential effects of the proposed designations and future development on the National Grid.

2. TRANSPOWER'S NATIONAL GRID ASSETS

Transpower is the State-Owned Enterprise that plans, builds, maintains, and operates New Zealand's high voltage transmission network – The National Grid. The National Grid comprises around 12,000 km of transmission lines and cables, and some 164 substations. It links generators to distribution companies and major industrial users from Kaikohe in the North Island to Tiwai Point in the South Island. Transpower's principal role is to ensure the reliable supply of electricity throughout the country and, therefore, has a significant interest in ensuring that development and activities do not adversely affect the operation, maintenance, upgrading and development of the existing transmission network.

Several of Transpower's National Grid assets are located in proximity to the proposed NoRs (excluding NoR 3). Assets include but not limited to:

- Drury substation (Designation 8521 in the Auckland Unitary Plan Operative in part (AUP) – NoR 2 and 5;
- Glenbrook - Deviation A (GLN-DEV-A) Transmission line (220 kV) and associated support structures – NoR 2 and 5;
- Huntly to Otara A (HLY-OTA-A) Transmission line (220 kV) and associated support structures – NoR 1, 2 and 5; and
- Bombay to Otara A (BOB-OTA-A) Transmission line (110 kV) and associated support structures (noting that this line will be decommissioned and dismantled in late 2024) – NoR 1, 2, 4 and 5.

The National Grid Yard (NGY) is a 12-metre setback either side of the transmission line and support structures (the 12m setback from the closest visible edge of the tower foundation will need to be physically measured on site), shown by the blue corridor on the attached Transpower Asset Maps.

3. STATUTORY CONTEXT

3.1 National Policy Statement on Electricity Transmission 2008 (NPSET)

Under the Resource Management Act 1991 (RMA), the National Grid is recognised as a significant physical resource that must be sustainably managed, and any adverse effects on that infrastructure must be avoided, remedied or mitigated. The NPSET confirms the national significance of the National Grid and the need to appropriately manage activities and development under, and close to it.

The Objective of the NPSET is as follows:

To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- *Managing the adverse environmental effects of the network; and*
- *Managing the adverse effects of other activities on the network.*

The NPSET contains fourteen policies. In particular, Policy 2 of the NPSET requires decision-makers to recognise and provide for the effective operation, maintenance, upgrading and development of the

electricity transmission network. Whilst Policy 10 requires that all decision-makers: *“to the extent reasonably possible manage activities to avoid reverse sensitivity effects on the electricity transmission network and to ensure that operation, maintenance, upgrading, and development of the electricity transmission network is not compromised.”*

3.2 New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34:2001)

The National Grid is subject to various operational and engineering requirements that dictate how other activities are undertaken in relation to the National Grid, including the requirements of NZECP34: 2001.

NZECP34: 2001 is a mandatory code of practice pursuant to the Electricity Act 1992, which sets minimum safe distances from overhead transmission lines to protect persons, property, vehicles and mobile plant from harm or damage from electrical hazards. The Code establishes safe clearance distances to buildings and structures, the ground (including stockpiles of earth and filling activities), and other lines, as well as how close buildings, structures and excavations can occur to poles and towers. All proposed works must comply with the NZECP requirements.

4. TRANSPOWER’S INTEREST IN THE NORs

Transpower’s interest in the project is to ensure that the operation, maintenance, upgrading and development of the National Grid is not compromised by the Project and that construction works in proximity to National Grid assets are carried out safely in accordance with NZECP34: 2001.

4.1 Drury Substation Designation 8512 (NoR 2 and NoR 5)

As outlined above and noted in Section 9.3.4.1 of the Assessment of Environmental Effects (AEE) for Stage 2 of the P2B Project, NZTA has undertaken engagement with Transpower as part of the development of the proposal over recent years, particularly in relation to the concept design stage for Drury South Interchange (NoR 2) and Drury South Interchange Connections (NoR 5), in proximity to the Drury substation. Design development focused on minimising adverse effects on Transpower’s operations at the Drury substation site and minimising the land take requirement at the site. Transpower understands that engagement will continue during design development.

The proposed alteration to the existing SH1 Designation 6700 to provide widening of the existing SH1 corridor (NoR 2) will encroach into Designation 8521 for the Drury substation for which Transpower is the requiring authority. Given Transpower Designation 8521 will pre-date NoR 2 and NoR 5, NZTA will require S176A approval from Transpower prior to construction works.

4.2 Proposed Wetland in proximity to Drury Substation (NoR 2 and NoR 5)

A wetland is proposed to the south-west of the Drury substation, in close proximity to National Grid support structure HLY-OTA-A0146. Construction of the wetland shall be undertaken in accordance with the requirements of NZECP34: 2001 (proposed designation Condition CC.9). In particular, any excavation within 12m of the outer edge of the foundations of tower HLY-OTA-A0146 shall comply with the restrictions set out in NZECP34: 200, ground to conductor clearance requirements shall be met and mobile plant operation shall comply with the minimum setback requirements for National Grid transmission lines.

Construction of the proposed wetland, and compliance with NZECP34: 2001 shall be addressed in the project Electrical Infrastructure Management Plan (EIMP).

4.3 BOB-OTA-A National Grid transmission line (NoR 1, NoR 2, NoR 4 and NoR 5)

The NoRs, apart from NoR 3, will require works in proximity to the BOB-OTA-A National Grid transmission line (i.e. works within, or in parallel to the NGY of this transmission line). In particular, NoR 4 will involve the construction, operation, and maintenances of a new SUP, along the western side of SH1, in proximity to the BOB-OTA-A National Grid transmission line.

The BOB-OTA-A0049 – 0117A spans of this transmission line are scheduled to be decommissioned and dismantled during the second half of 2024. While unlikely, should any physical works be undertaken prior to the dismantling of these transmission assets, the works will need to comply with the requirements of NZECP34: 2001.

4.4 Designation Conditions (all NoRs)

To appropriately manage effects on Transpower’s National Grid assets located within or in proximity to the proposed designation boundaries, NZTA proposes a set of Transpower specific conditions agreed on during previous stages of the P2B Project, and other similar State highway projects. These are set out under the ‘Transpower’ heading in the proposed designation Conditions CC.7 – 12 (NoR 1) and CC.9 – CC.14 (NoR 2-5).

Additionally, for this stage of the P2B Project, NZTA proposes the preparation of an EIMP prior to the start of construction works within fifty metres of Transpower’s National Grid transmission assets (listed under the ‘Electricity Electrical Infrastructure Management Plan’ heading in the proposed designation Conditions CC.15 (NoR 1) and CC.17 (NoR 2-5)). The purpose of the EIMP, as per proposed designation Conditions CC.14 (NoR 1) and CC.16 (NoR 2-5), is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

Transpower supports proposed designation Conditions CC.7 – 18 (NoR 1) and CC.9 – CC.20 (NoR 2-5).

Transpower acknowledges the proposed designation conditions also require the preparation of a Network Utility Management Plan to set out a framework for protecting, relocating and working in proximity to existing network utilities (proposed designation Condition CC.6 (NoR 1) and Condition CC.8 (NoR 2-5)).

5. DECISION / RELIEF SOUGHT

Transpower seeks a decision that ensures that the operation, maintenance, upgrading and future development of National Grid infrastructure is protected from the potential adverse effects of the proposed P2B Project.

Transpower considers that the aspects of the Project, which have the potential to result in adverse effects on the Transpower’s National Grid assets, can be addressed through the designation conditions proposed by NZTA, developed in conjunction with Transpower.

Transpower does not wish to be heard in support of its submission.

Transpower would be happy to continue engaging with NZTA as the P2B Project Stage 2 progresses and should the NoRs be confirmed.

Dated at Christchurch on 12 July 2024

Approved for Release by Transpower NZ Ltd:



Andy Eccleshall

Technical Lead – Landowner Development Enquiries | Environment Group

Transpower New Zealand Limited

(Authorised to sign on behalf of Transpower NZ Ltd)

Ph: 04 590 8687 / Email: Andy.Eccleshall@transpower.co.nz

Appendices:

Appendix A: Map of Transpower assets

Copy Served to:

NZ Transport Agency Waka Kotahi

Private Bag 106602

Auckland 1143

Attention: Evan Keating

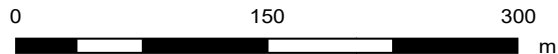
Email: Evan.keating@nzta.govt.nz

Appendix A: Map of Transpower assets



TRANSPOWER

Drury Substation Asset Map (NoR 2 & NoR 5)



8-Jul-2024 Scale 1: 4514 Plan size: A4L

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Legend NOR3 # 10

Maximo Assets

Site

■ AC Substation

Structure

▣ Double Circuit Steel Tower

■ Termination

Earthwire

✕

Span

— 110 kV

— 220 kV

Underground Fibre Cable

—

Transpower Data

Site Access Point

■

7574



TRANSPOWER

NoR 1 Asset Map

Legend NOR3 # 10

Maximo Assets

Structure

- Double Circuit Steel Tower
- Termination

Earthwire



Span

- 110 kV
- 220 kV

Underground Fibre Cable



0 300 600
m

20-Jun-2024 Scale 1:9028 Plan size: A4L

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TRANSPOWER

NoR 2 Asset Map

Legend NOR3 # 10

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

⊠ Double Circuit Steel
Tower

■ Termination

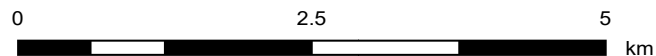
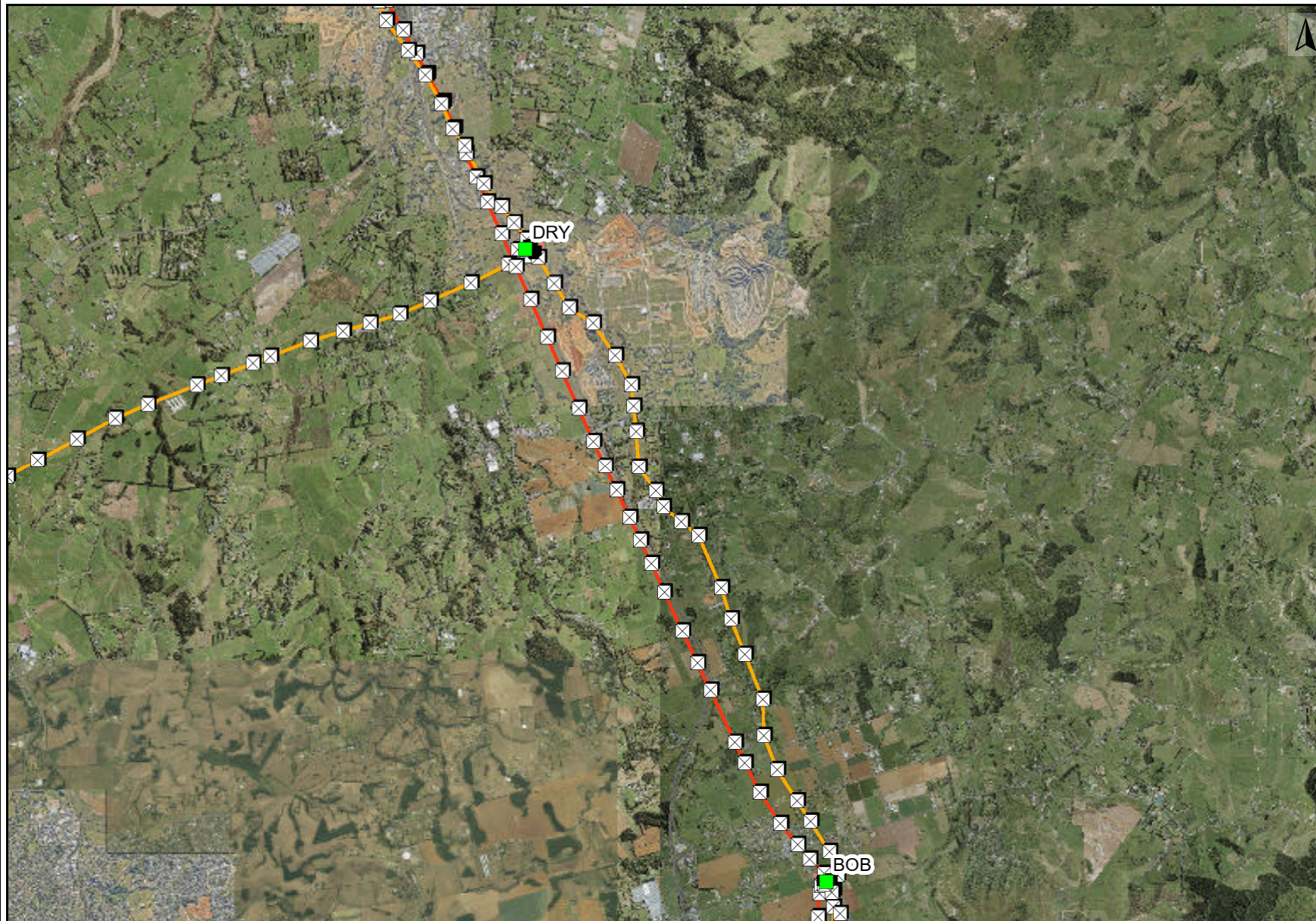
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



20-Jun-2024 Scale 1: 64387 Plan size: A4L

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TRANSPOWER

NoR 3 Asset Map



0 0.5 1 km

20-Jun-2024 Scale 1: 18056 Plan size: A4L

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Legend NOR3 # 10

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

☒ Double Circuit Steel Tower

■ Termination

Earthwire

✕

Span

— 110 kV

— 220 kV

Underground Fibre Cable

—

Transpower Data

Asbestos at Substation



103712



TRANSPOWER

NoR 4 Asset Map

Legend NOR3 # 10

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

⊠ Double Circuit Steel Tower

■ Termination

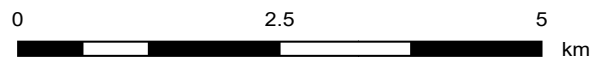
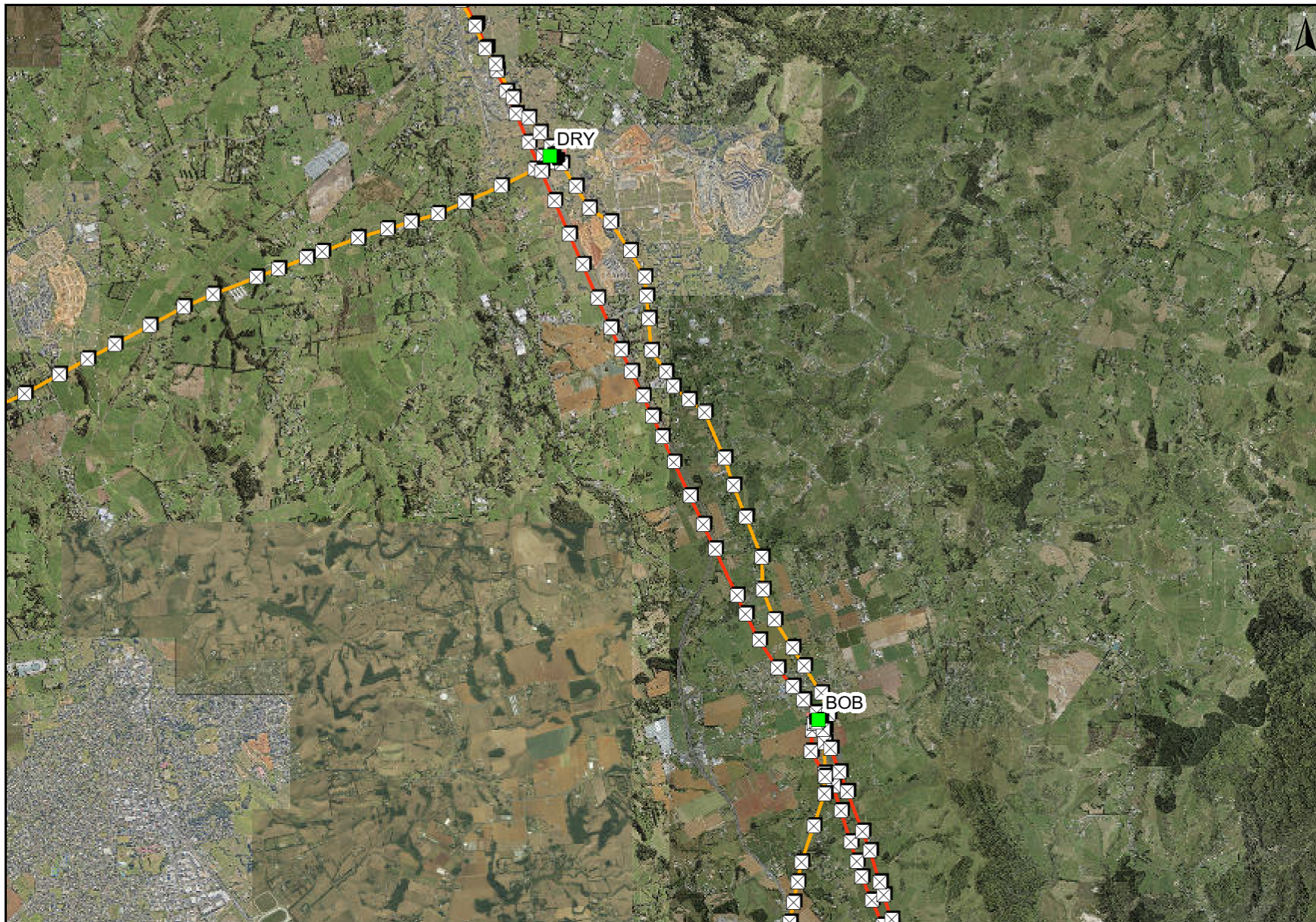
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



20-Jun-2024 Scale 1: 72224 Plan size: A4L

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378



TRANSPOWER

NoR 5 Asset Map

Legend NOR3 # 10

Maximo Assets

Site

■ AC Substation

Structure

☒ Double Circuit Steel
Tower

■ Termination

Earthwire

✕

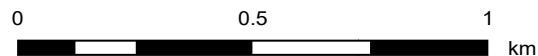
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



20-Jun-2024 Scale 1: 16093 Plan size: A4L

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**SUBMISSION ON NOTICES OF REQUIREMENT FOR DESIGNATION OF LAND FOR THE PAKURA
TO BOMBAY STAGE 2 PROJECT BY NZ TRANSPORT AGENCY WAKA KOTAHI**

Section 168(2) of the Resource Management Act 1991

To: Auckland Council, Plans and Places
unitaryplan@aucklandcouncil.govt.nz

Copy to: NZ Transport Agency – Waka Kotahi
Evan.keating@nzta.govt.nz

THE HARIBHAI MASTER (1975) TRUST c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitter**”) makes the following submission in relation to the notices of requirement lodged by NZ Transport Agency – Waka Kotahi (“**Waka Kotahi**” or “**Requiring Authority**”) in respect of:

- NOR 3 Alteration to SH1 Designation 6701 in the Auckland Unitary Plan – Operative in Part (“**Unitary Plan**”) to provide for widening of the existing SH 1 corridor and accommodate the future upgrades to the SH 1 network (“**NOR 3**”)
- NOR 4 – Construction, operation and maintenance of a shared user path, alongside the western side of SH 1 (“**NOR 4**”)

(together “**the NORs**”)

1. The NORs form part of a package of notices of requirement for Stage 2 of the Papakura to Bombay – Papakura ki Pukekura (“**P2B**”) project under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter will be directly affected by the NORs as the Trust, by its trustees, is the owner of the property legally described as Pt Allot 6 Parish Mangatawhiri District, Pt Allot 4 Parish Mangatawhiri District, comprising Record of Title NA1352/38 (North Auckland Registry (“**Site**”) located immediately to the north-west of the intersection between SH1 and Mill Road, as shown on **Figure 1** below. The Site comes within the designation boundaries of both NOR 3 and NOR 4.

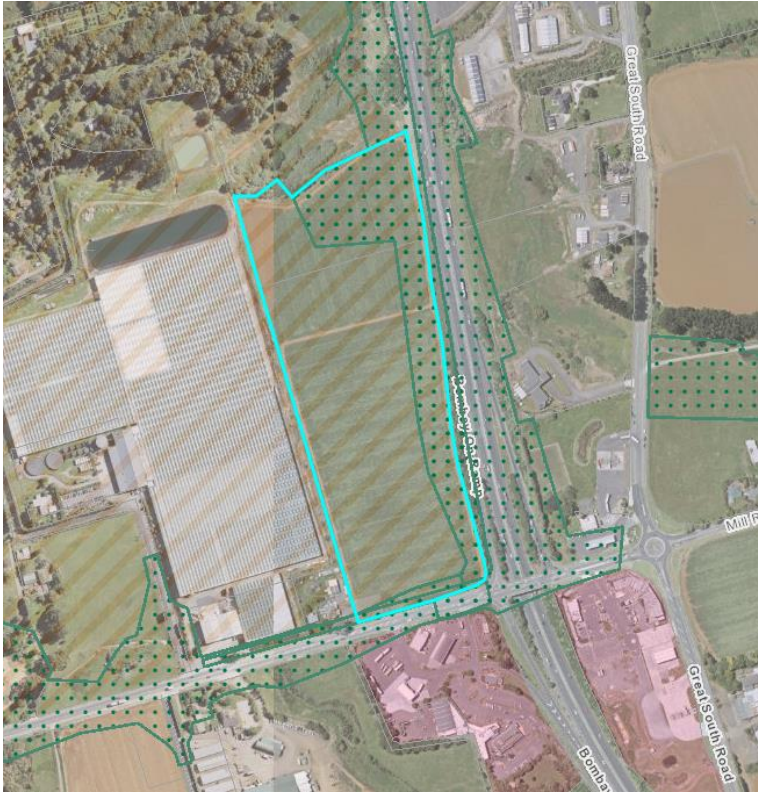


Figure 1 AUP Maps showing the Site outlined in blue, with the proposed designation extents shown in green dots (**NB:** The NOR for the Mill Road and Pukekohe East upgrade is also shown)

3. The Submitter is not a trade competitor of the Requiring Authority and could not gain an advantage in trade competition through this submission. In any event, the Submitter will be directly affected by effects of the NORs that:
 - (a) Adversely affect the environment; and
 - (b) Do not relate to trade competition or the effects of trade competition.
4. The Submitter opposes NOR 3 and NOR 4 in their entirety. However, the Submitter's primary interest is in the aspects of the NORs which have the potential to directly impact the Site, for example, but not limited to, the extent of the designation over the Site and the conditions addressing access and construction.
5. The reasons for the submission are as follows:
 - (a) Unless and until the concerns set out in this submission are appropriately addressed, NOR 3 and NOR 4:
 - (i) Will generate significant and unwarranted adverse effects on the environment.

- (ii) Will be contrary to the sustainable management of natural and physical resources;
- (iii) Will not amount to or promote the efficient use and development of resources;
- (iv) Will be otherwise inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 (“**RMA**”);
- (v) Generate significant adverse effects on the environment, and in particular, on the Site; and
- (vi) Do not warrant confirmation in terms of section 171 RMA.

In particular, but without derogating from the generality of the above:

6. As shown on **Figure 1** above the proposed designations apply across a significant portion of the Site, including:
 - (a) The entire southern (Mill Road) frontage of the Site. In this location, the designation will provide for a new left turn traffic lane into the State Highway 1 ramp, a shared use path and a batter. No access to the site is indicated on the plan.
 - (b) The entire eastern boundary of the Site, adjoining SH1. In this location, the designation will provide for a shared use path and what appears to be a significant extent of earthworks / batter.
 - (c) A large portion of the northern boundary of the Site. In this location, the designation provides for a proposed wetland.

Boundary encroachment

7. The Submitter is concerned that the designations, as shown in the General Arrangement Plans, encroach significantly into the Site. In particular, the Submitter is concerned that the design of the proposed wetland located at the northern has not been optimised and that the extent of the land identified is not reasonably necessary for that purpose. In addition, the General Arrangement Plan shows extensive use of batters rather than retaining walls, contributing to the significant land take proposed.

8. In addition, the Submitter is concerned that the NORs are uncertain in terms of land requirements during the construction period relative to after completion of construction and commencement of operation of the works. It would be inappropriate and inconsistent with the purpose of the RMA if the Requiring Authority were to maintain a designation over land no longer required for the purpose of the designation.
9. The Submitter seeks that:
 - (a) The extent of the designation be amended to avoid the need for any land take from the Site.
 - (b) In the event land take cannot be avoided, it should be minimised to the greatest extent possible, including (without limitation) by optimising the design of the stormwater pond and through the use of retaining walls rather than batters.
 - (c) The extent of the designation over its Site only include the areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it, and that the areas required for construction only be identified as such.
 - (d) That regular reviews of the designation be undertaken to identify the areas referred to in (c) above, and the removal of those areas no longer required.
 - (e) That a condition be imposed requiring that those areas to be used for construction purposes only be removed from the designation within 6 months of completion of construction.

Integration of stormwater

10. The extensive land take proposed is likely to impact the viability of continued use of the Site for horticultural purposes. If horticultural activities are no longer financially sustainable, the Submitter will need to explore alternative options. Such changes could require implementation of stormwater treatment measures.
11. Accordingly, in the event that a stormwater pond is established on-site under the designation, the Submitter seeks opportunities for integration with the Submitter's existing or proposed facilities. This may include, but is not limited to, shared maintenance access

arrangements if the ponds are to be co-located and a stormwater design which considers likely form of development on the Site and the ways in which the two may be integrated.

Access to and egress from the site

12. The Submitter is concerned that NOR 3 has the potential to create unacceptable adverse effects on ingress and egress from the Site that will significantly impact its ability to access and use the property, as well as its ability plan for the future use of the Site.
13. The Site's only access is located on the Mill Road frontage, at the western end of the Site. As the Site is currently used for horticultural purposes, a large range of vehicle types (including trucks) need to access the Site. The current access has full turning capacity (i.e. left in and, left out and right in, right out) and provides sufficient room for all movements to occur.
14. The General Arrangement Plan:
 - (a) does not identify the Site's access; and
 - (b) appears to indicate that a raised median will be installed directly opposite the site's current access.
15. While the proposed conditions provide that "safe" reconfigured or alternate access must be provided, the conditions failed to provide certainty as to where or how that access will be reinstated. While the Submitter is satisfied with its current access arrangements at the westernmost end of the site, it is noted that the Site is located opposite the BP Bombay motorway service centre exit, where traffic lights are being installed. It may therefore be safer and more efficient if the Site's access be relocated here and connected into those (soon to be existing) traffic lights.
16. Likewise, the conditions provide no certainty that the existing functionality of the access will be retained (e.g. provision for all movements). If a solid median were installed this may impact the ability for trucks to make a left hand turn is out of the Site (as tight left turns by large trucks require more area for vehicle tracking and right turns with turn radius can be greater). Currently, such manoeuvres are possible. The Submitter therefore requests that a the flush median is retained in this location to ensure that existing truck egress manoeuvres can continue to be accommodated from the Site.

17. The Submitter therefore seeks:

- (a) That that access be clearly identified on the General Arrangement Plan as being reinstated and retained in its current form *or* that the access be relocated to the east, opposite the signalised BP access, and that the Requiring Authority install signals at the Site's access to that intersection.
- (b) That the flush median is retained in this location to ensure that unrestricted egress for truck manoeuvres can continue to be accommodated from the site.

General comments on construction effects

18. The Submitter is concerned that the construction phase may result in significant adverse effects on the operation of its Site, including but not limited to access and dust. Given the nature of activities at the site there is a need to ensure that there is an ability to access it at all times in the range of vehicles. Horticultural activities are particularly sensitive to dust and contaminants, so effects of this nature generated by construction works, must be addressed.

19. The Submitter seeks that:

- (a) A site-specific construction traffic management plan be required, prior to works being undertaken in the vicinity of the Site, to demonstrate how construction traffic effects will be appropriately managed including how continued Site access by trucks will be maintained at all times during the construction period. The Submitter seeks that it be engaged with in the preparation of these plan.
- (b) A site-specific construction management plan be required, prior to works being undertaken in the vicinity of the Site, to demonstrate how construction effects such as dust will be appropriately managed, having particular regard to the activities undertaken at the Site.

Lapse dates

20. The designation for NOR 4 has a proposed lapse period of 20 years, well in excess of the default 5 year period. No lapse date is included for NOR 3 on the basis that is an alteration to an existing designation.

21. Given the length of time and the uncertainty this creates for the Submitter regarding the future use of the Site, the Submitter seeks a reduced lapse date, or in the alternative, a condition which requires the Requiring Authority to regularly review the need for the designations, and the extent of areas to be used temporarily and permanently (as addressed earlier in this submission).
22. The Submitter acknowledges the Requiring Authorities position regarding lapse dates on alterations but considers that the significant change proposed as part of NOR 3 for the Site, combined with the lack of certainty regarding the operational design and extent, generates an effect which warrants mitigation – in this instance, the imposition of a lapse date.

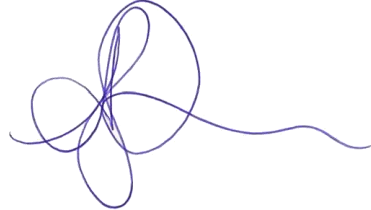
Relief Sought

23. The Submitter seeks the following relief with regard to the NORs:
 - (a) That NOR 3 and NOR 4 be cancelled.
 - (b) That the NORs be amended and conditions imposed on them to address the issues discussed above, including:
 - (i) That the designation extent be reduced so that it no longer impacts the Site, or in the alternative that the extent of the designation include only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
 - (ii) That there be a requirement to consider how stormwater management for the NORs integrates with any existing or proposed development at the Site.
 - (iii) There will be no long-term (i.e.: post construction) effects on the vehicle access to and egress from the Site, with the access either being retained in its current form or relocated and reformed to be opposite the BP service centre and traffic lights installed by the requiring authority.
 - (iv) That there are no restrictions on ingress and egress or number of vehicle movements to the Site as a result of the designation and that the functionality of the existing accessed is retained (e.g. all movements for vehicle types).

- (v) Adverse effects on access to and egress from the Site are minimised as far as practicable during construction; with access from the Site being maintained at all times throughout the construction period.
 - (vi) Prior to the commencement of construction in the vicinity of the Site, a construction traffic management plan applying to the road network in the immediate vicinity of the Site is:
 - Prepared by the Requiring Authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
 - (vii) That construction effects such as dust will be appropriately avoided or remedied, having particular regard to the nature of activities being undertaken at the Site at the time of construction.
 - (viii) That conditions be imposed to resolve any issues that arise when further detail regarding the roading layout is provided (e.g.: including but not limited to provision of finished levels that integrate appropriate with the Site).
 - (ix) That the lapse date be reduced on NOR 4 and imposed on NOR 3 to be consistent with the statutory minimum.
 - (c) Such alternative or other relief or consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission.
24. The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at the hearing.

DATED this 15th day of July 2024

THE HARIBHAI MASTER (1975) TRUST by its
solicitors and duly authorised agents, Ellis Gould



Alex Devine

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509, Auckland 1140, DX CP22003, Auckland. Telephone: (09) 306 1075 . **Attention:** Alex Devine, adevine@ellisgould.co.nz.

**SUBMISSION ON REQUIREMENT FOR DESIGNATION OR HERITAGE ORDER OR ALTERATION OF
DESIGNATION OR HERITAGE ORDER THAT IS SUBJECT TO PUBLIC NOTIFICATION OR LIMITED
NOTIFICATION BY A TERRITORIAL AUTHORITY**

Section 168A, 169, 181, 189A, 190 and 195A, Resource Management Act 1991

To Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Email: unitaryplan@aucklandcouncil.govt.nz

- 1 The submitter is Bone 187 Limited. The address for service is C/- Martin Milford-Cottam :
martin@quadrant.co.nz.
- 2 Please address all communications to SFH Consultants Limited c/- Daniel Shaw :
daniel@sfhconsultants.co.nz
- 3 This is a submission on the notice of requirements from NZTA for designations referred to as;
 - 3.1 Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6701 State Highway 1 – Bombay (NoR 3);
 - 3.2 Papakura to Bombay (P2B) Project Stage 2: Shared User Path (NoR 4).
- 4 The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (**RMA**).
- 5 The specific parts of the NORs that this submission relates to are those that affect the submitter's property at Mill Road, Bombay, and the surrounding area.
- 6 The submission is:
 - 6.1 **Submitter**
 - 6.1.1 Bone 187 Limited is the registered owner of several individual properties which are operated together to provide for rural production activities.
 - 6.2 This is a working Horticultural site and Glasshouse operator. NZ Hothouse grows, packs and ships 30% (by value) of New Zealand's Tomatoes and Cucumbers. At the height of the season there are over 200 FTE's (fulltime equivalents) working on site. At peak times, the site employs teams of part time contractors for crop plantings, extraction, and peak harvest periods. This can add up to 120 vehicle movements per day. Of note, the busiest season is between September and April when the site has the highest production and the maximum number of vehicle movements.
 - 6.3 The staff and management plus delivery vehicle movements (in or out) would be up to 400 per day. Full sized truck and trailer (Gross Laden Weight 50 tonnes) movements would be up to 40 per day, shipping finished produce out and receiving growing inputs in. Waste management is a combination of their own hook bin rubbish truck and 3rd party waste

management providers, up to 20 movements per day. Less frequent are maintenance contractors visiting the site, of which there would be around 5-10 visits per day.

- 6.4 There are three managers homes on the sites. Also sharing the driveway is Mr Andrew Bayly (Local MP) who has the house at the rear (North) of the property.

6.5 Site Description

6.5.1 The properties include;

- a. S Hway Highway Bombay Franklin (**Section J Survey Office Plan 59273 held in record of title 133285**) – being some 5.1573ha in area;
- b. Mill Road Bombay (**Lot 2 DP 314194 held in record of title 56129**) – being some 2.6205ha in area;
- c. 165A Mill Road Bombay (**Lot 1 DP 105440 held in record of title NA58A/855**) – being some 2.8799ha in area.
- d. 185A Mill Road Bombay (**Lot 1 DP 340860 held in record of title 167979**) – being some 10,003m² in area;
- e. 187 Mill Road Bombay (**Lot 1 DP 308789 held in record of title 34124**) – being some 8575m² in area;
- f. 187A Mill Road Bombay (**Lot 4 DP 314194 held in record of title 56131**) – being some 11.9150ha in area;

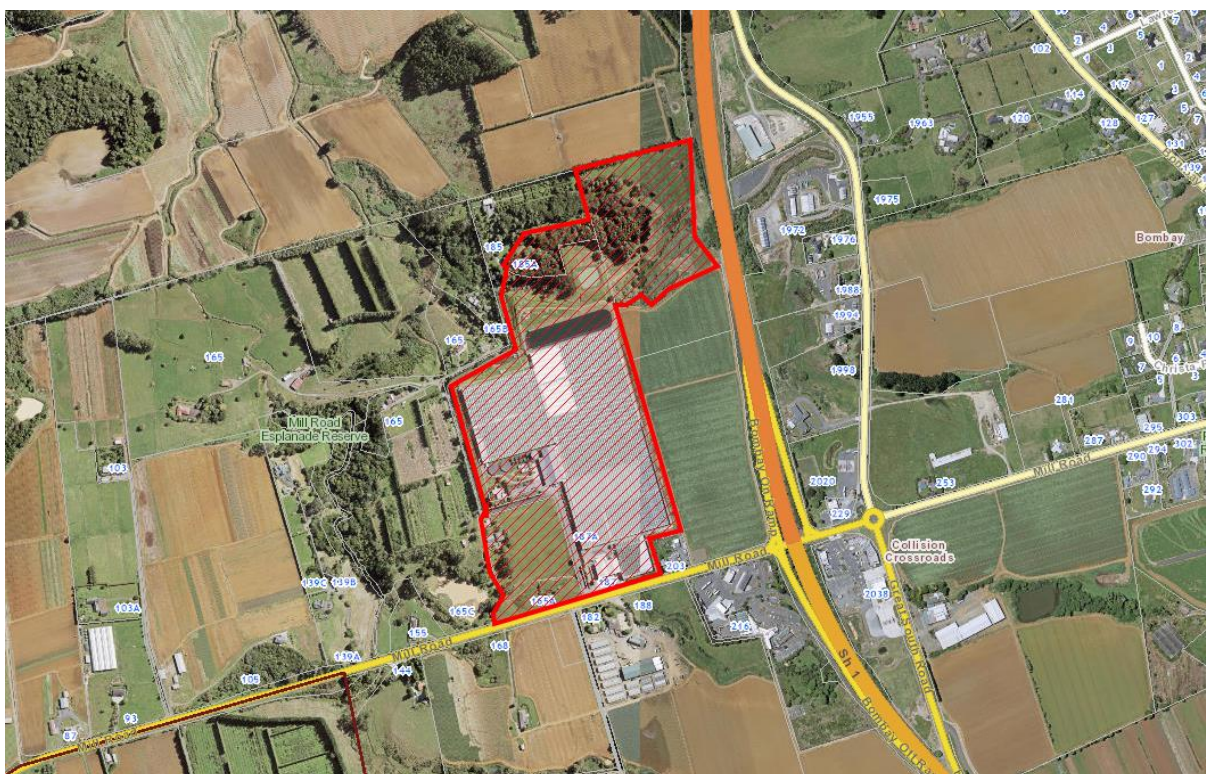


Figure 1: Aerial Image of the Submitter's Site

- 6.5.2 An area of 6600m² is affected along the eastern boundary with state highway 1. An area of 1000m² is affected along the frontage of Mill Road.

- 6.5.3 With a site area totalling 24.4305ha, the property contains a significant rural production and packaging operation. While normally this would mean there is very little impact of a small area of land being taken for road widening, there are nuanced issues that require careful consideration to preserve the site's ability to function.
- 6.5.4 There is no vehicle access from the site to the east given the presence of State Highway 1. There is no access to the west or north given the presence of streams, floodplains, wetlands, significant ecological areas, and adjacent landowners. Access to the south is constrained and funnelled given adjacent landowners and also due to the stream and associated floodplains, overland flow paths and riparian margins. As such, vehicle access needs to be maintained as existing, otherwise the operation of the site will be compromised.
- 6.5.5 The frontage of the sites to Mill Road includes areas of parking for workers and employees, loading areas for trucks including truck and trailer units, and landscaping and vegetation for screening. Multiple vehicle crossings are provided to the properties, and this is required due to the more efficient layout relating to truck and trailer manoeuvring. The frontage also includes the glass houses, and a pack house used for packing the produce ready for distribution. These areas generally need to be maintained as is otherwise, re-arrangement onsite is required which will likely lead to a reduction in productivity.
- 6.5.6 Within the Mill Road environs there is a stream which enters the property from the adjacent side of the road, is piped under the site, and opens up to the west of the driveway. The associated overland flow paths and flooding, if altered, have the potential to adversely affect the sites operations and its productivity.
- 6.5.7 As the rear open space near the Highway is used for the disposal of wastewater, the loss of land increases the site area to discharge ratio which can have negative impacts on the environment and the ability for the commercial covered crop operator to spread wastewater and nutrients onto their land.
- 6.5.8 The record of title is enclosed within **attachment A** and the AUP zoning maps and aerials are enclosed within **attachment B**.

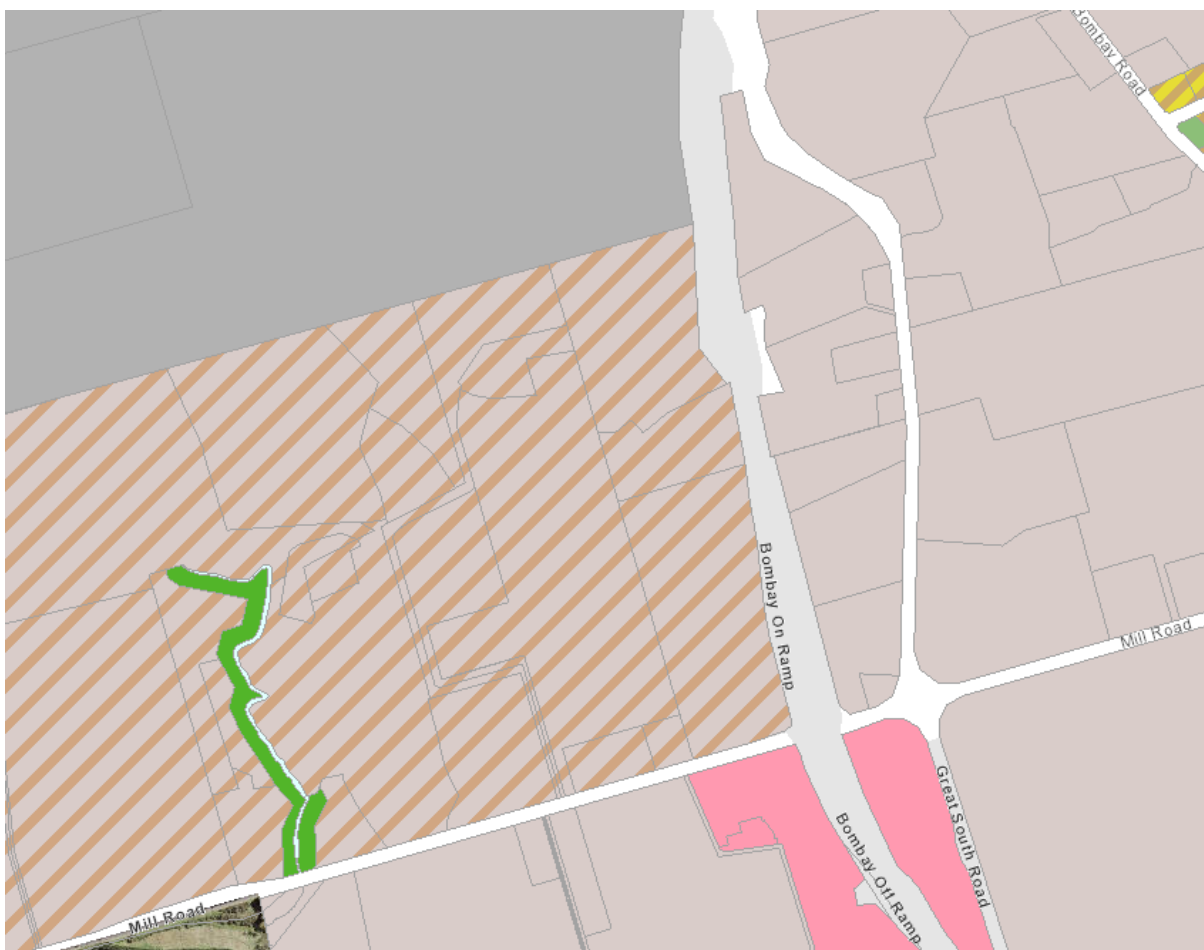


Figure 2: Zoning Map

- 6.5.9 As illustrated in the image above, the site's are zoned Rural – Mixed Rural zone, and are surrounded by Rural – Rural Production zone, as well as adjacent the Business – Neighbourhood Centre zone. The northern properties are within the Special Purpose – School zone.
- 6.5.10 The area is also subject to a range of overlays including Significant Ecological Areas, High-use Stream Management Area, and High-Use Aquifer Management Area, Quality Sensitive Aquifer Management Area. Moreover, there are streams, wetlands, and natural hazards such as flooding and overland flow paths.

6.6 Proposed NORs

- 6.6.1 The Papakura to Bombay (P2B) Project Stage 2 includes five (5) Notices of Requirement. The purpose the P2B Project Stage 2 is to provide upgrades to SH1 between Drury South and Bombay, improving accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of the existing transport corridor.
- 6.6.2 The objectives of NZTA for the proposed work and P2B project overall are to;
- Improve the safety and resilience of the SH1 network between Papakura and Bombay;

- Increase transport choice and accessibility to support growth in the south of Auckland;
- Support national and regional economic growth and productivity; and
- Support the inter and intra-regional movement of people and freight.

6.7 Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6701 State Highway 1 – Bombay (NoR 3)

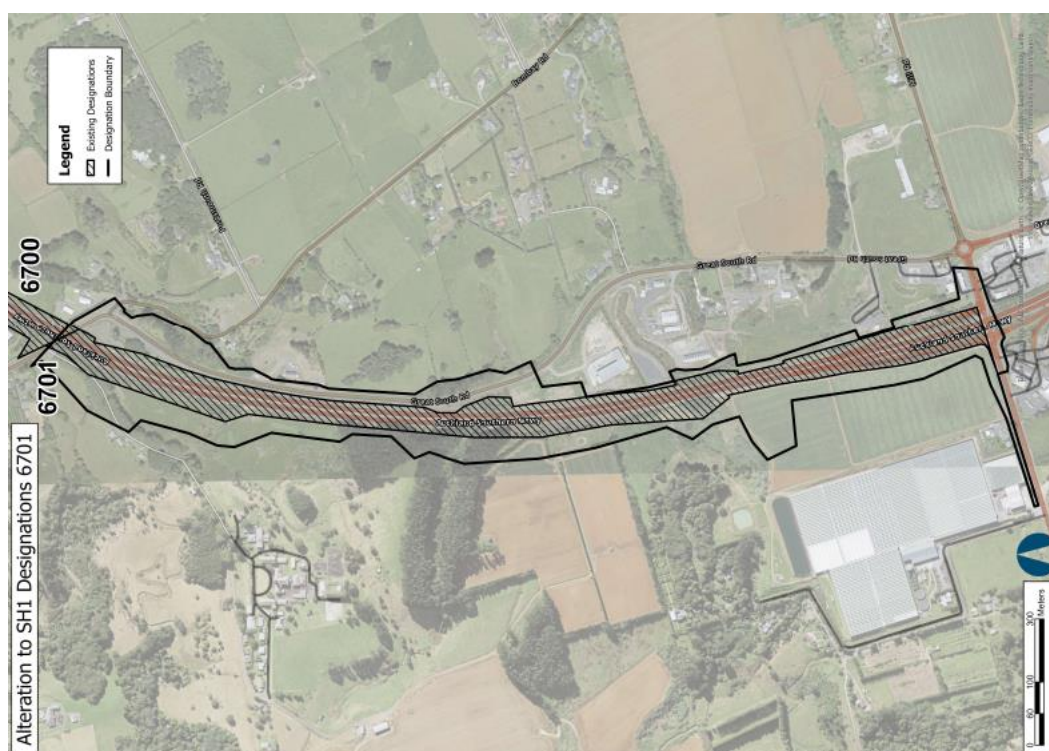


Figure 3: NOR3 Extent

6.7.1 The proposed work to be undertaken within the area of the proposed designation alteration is alterations to State Highway 1 (SH1) to provide widening of the existing SH1 corridor and to accommodate the future upgrades to the SH1 network. The proposed work includes:

- Widening the existing SH1 corridor; and
- Accommodating the future upgrades to the SH1 network. This includes safety improvements such as upgrading interchanges, widening shoulders, new barriers, additional lighting and the construction of stormwater infrastructure.

6.8 Papakura to Bombay (P2B) Project Stage 2: Shared User Path (NoR 4)

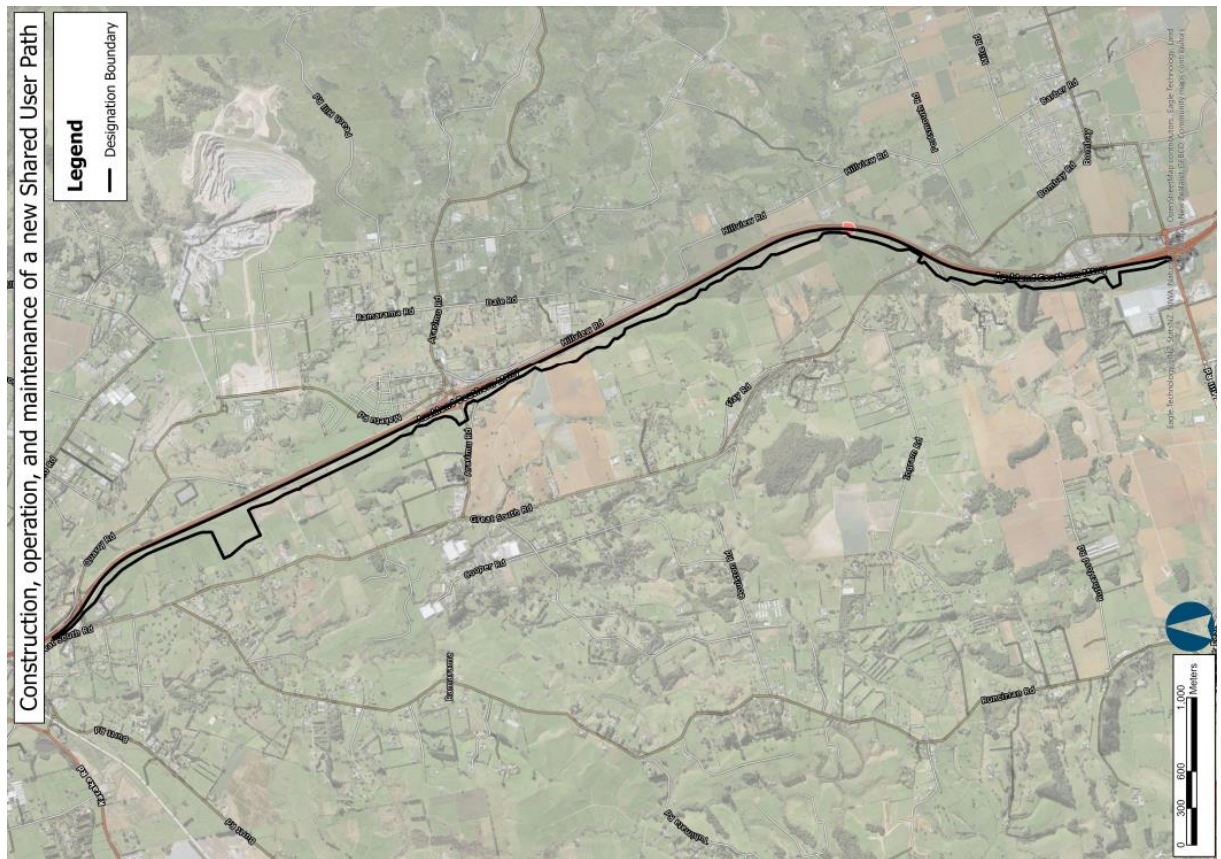


Figure 4: NOR4 Extent

6.8.1 The proposed work enabled by the NoR is for the construction, operation, and maintenance of a new Shared User Path (SUP). The NoR enables the following works:

- A 3.0m wide SUP located on the western side of the motorway (Designations 6706 and 6701) and tie ins to all new and upgraded motorway interchanges (i.e. Drury South, Ramarama and Bombay) and local roads where the proposed work intersects with local roads; and,
- Associated works including intersections, bridges, embankments, retaining walls, culverts, and stormwater management systems.

6.9 Site Specific Impact

6.9.1 While being lodged and notified separately, the NOR's are effectively the same and should be considered together. The following plans show the impact on the submitters properties;

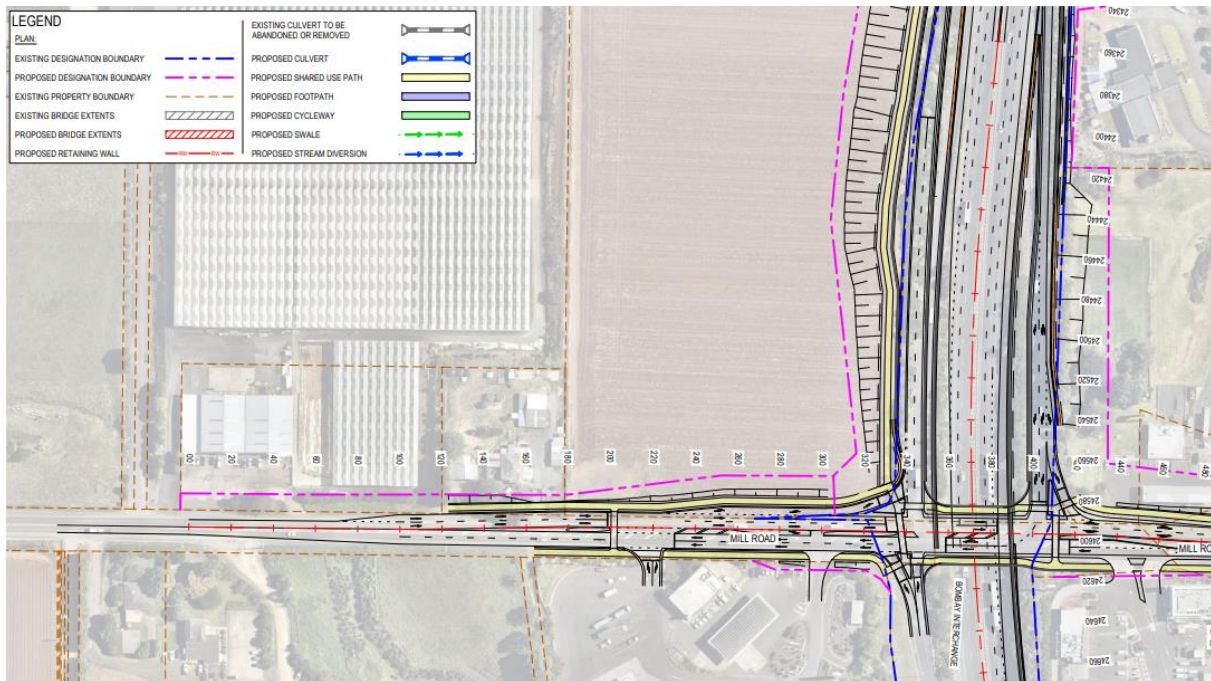


Figure 5: Extent of NOR in the South of the Site

- 6.9.2 As can be seen the proposed designation will affect the entire frontage of 187 Mill Road, which has the potential to impact the vehicle access, gradients and retaining, security gates, front fencing, the deep/steep roadside swales, staff parking areas, front yard landscaping. The establishment of a shared pathway which appears to terminate at the eastern boundary of the site. Changes to on-site road markings.
- 6.9.3 It should be noted that the aerial image utilised in the above image is outdated and does not reflect what is on-site at present. This includes the alterations to the eastern vehicle access.

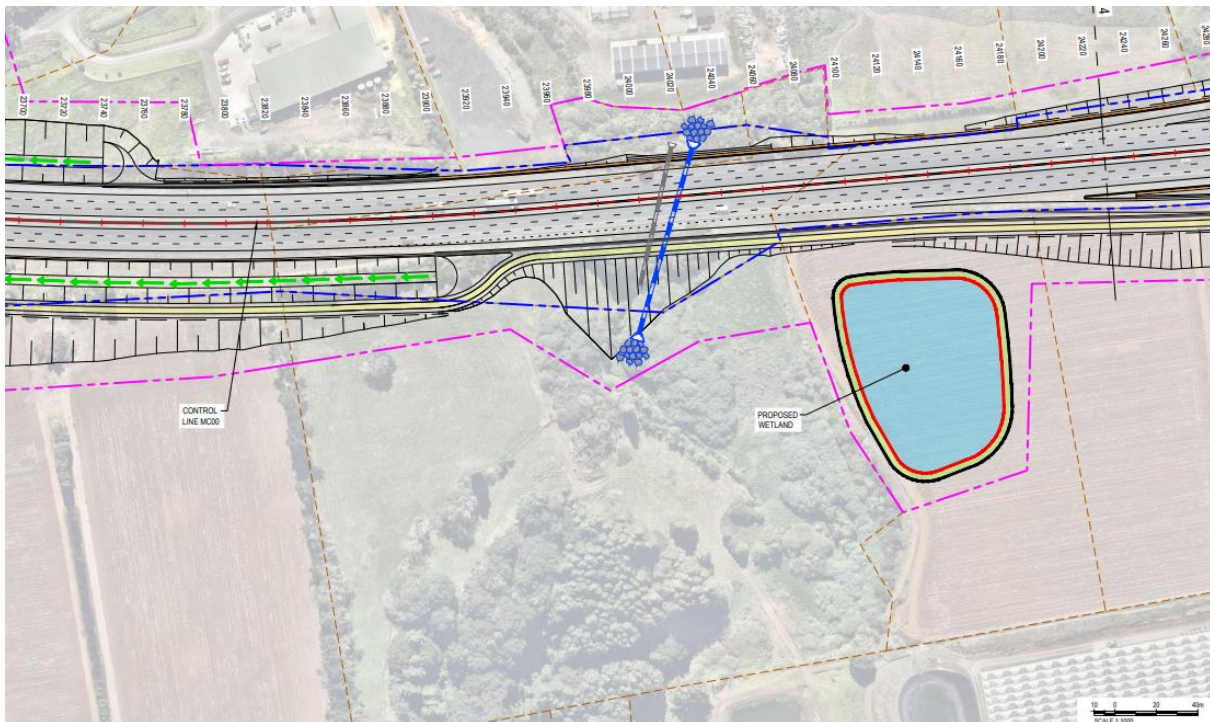


Figure 6: Extent of NOR in the East of the Site

6.9.4 As can be seen the proposed designation will extend further into the site, including large batters, construction areas, new piped stream and discharge outlet, riparian vegetation removal, among other things.

6.10 AUP Provisions

6.10.1 There are various Auckland RPS relevant to the assessment of the proposed designations. This includes chapters B3 Infrastructure, Transport and Energy and B9 Rural Environment.

6.10.2 B9 of the RPS recognises the significance of the rural environment and the need to protect the productive potential of the land to provide for present and future generations. There is also a need to maintain or enhance rural the rural character of rural areas.

6.10.3 B3 of the RPS provides for infrastructure but clarifies that it should be integrated with land use and the adverse effects need to be managed.

6.11 Landowner Discussions

6.11.1 There have been no discussions with the landowner to date, however, the submitter would be open to discussions with NZTA to better understand the project, the more specific details about how the issues raised can be dealt with and hopefully eventual support for the project.

6.12 Positive Impacts

6.12.1 The submitter acknowledges that the wider proposal of NORs will have positive impacts including improved access to transport and supports active transport for the wider area. However, these need to be balanced with the adverse effects on significant rural businesses such as the one operating from the submitter's property.

6.13 Concerns

6.13.1 Despite the general positive effects, the NOR's will result in significant negative impacts for the submitter. The submitter is concerned about:

- (a) Any changes to their vehicle access points at Mill Road which would compromise the ability for trucks and vehicles to enter and exit the site, maintaining the productive capacity. Given the onsite development, and environmental constraints, there are limited alternative access points.
- (b) Conflict between the vehicle crossings to the site and any future shared pathway, which would compromise the site's ability to continue operating including the number and type of vehicles. The shared pathway terminates just short of the site at 187 Mill Road and appears to just end without any integration along the frontage of the submitters site. The submitter is concerned with the lack of detail and how the project will tie into the existing road edge and the frontage of 187 Mill Road. Given the trip volumes from the site, including the large trucks, there is potential for safety issues to path users.
- (c) Any changes to the frontage of the site that would reduce the number of onsite parking spaces for staff members required for site operations. Given the development onsite, and the environmental constraints, there are limited other locations where onsite parking can be provided for (without flow on effects including reducing productive capacity or compromising the truck manoeuvring areas).
- (d) Any changes that would impact the site's ability to provide security fencing and controlled access gates. Security is essential for the business, with the need to exclude members of the public from their site for a range of reasons including health and safety.
- (e) Any gradient changes or change in levels that would require larger areas of works to provide for appropriate gradients at the sites access and egress locations. Altering the gradient of the vehicle crossings can impact the ability of large trucks entering or leaving the site, and this would compromise the ability of the site to continue to provide for their functional requirements.
- (f) Any changes to the flooding and overland flow paths including location, depth and velocities. Changes can result in significant impacts for the business's ability to operate and function. This includes the driveway, parking and loading areas, as well as the rear area of the site used for wastewater disposal and the onsite stormwater. New risks to people and property and the produce onsite is a major concern and one that is becoming more highlighted given the recent events around the country.
- (g) Large batters result in the need for a significant amount of land being required in the east of the site. Alternatives such as retaining walls or changes in gradients along the shared pathway could reduce the extent of area taken and enable more land to be maintained for rural production, which is a major issue in this area.
- (h) The new wetland illustrated in figure 6 above, does not provide details of the outlet point or discharge details. The submitter is concerned that large amounts of water discharged into the stream or onto their property at this location may adversely affect their ability to utilise their site, due to significant changes in floodplain areas, depths and velocity of flows.

- (i) The reduction in land available for the onsite discharge of nutrients and wastewater, will significantly impact the business's ability to operate and dispose of wastewater efficiently.
- (j) Further to the above comments, which may partially be resolved through revised to the conditions for each of the designations.

6.14 Conclusion

- 6.14.1 While the intended benefits of the NORs and transport upgrades are acknowledged, they have the potential to adversely affect the significant rural production business and activities at the submitters site. Food security and rural production are significant and essential activities that must be protected. Large scale operations such as at the submitter's property need to be maintained and not impacted upon by urban development such as infrastructure upgrades.
- 6.14.2 The Submitter and its advisors seek a meeting with NZTA to discuss the contents of its submission and better understand the NOR details and opportunities for adjustments or conditions to resolve the matters.
- 6.14.3 Bone 187 Limited seeks to be heard in support of its submission and will be providing expert evidence.

Date - 15th July 2024



Daniel L. Shaw (authorised signatory)

Address for Service

C/- SFH Consultants Limited
168 Hibiscus Coast Highway, Orewa, Auckland 0942
For: Daniel Shaw
Email: daniel@sfhconsultants.co.nz



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
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R. W. Muir
Registrar-General
of Land

Identifier 34124
Land Registration District North Auckland
Date Issued 31 January 2003

Prior References

NA92C/154 NA92C/157

Estate Fee Simple
Area 8575 square metres more or less
Legal Description Lot 1 Deposited Plan 308789
Registered Owners
Bone 187 Limited

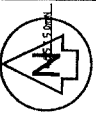
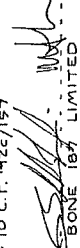
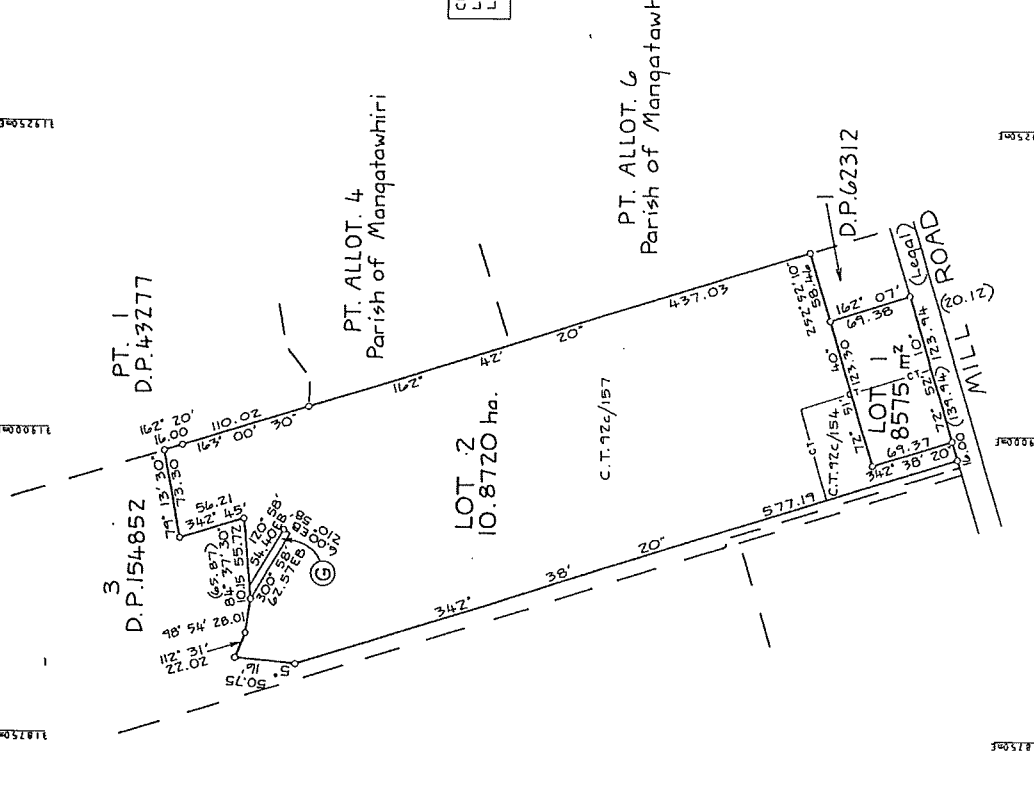
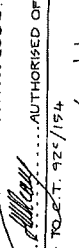
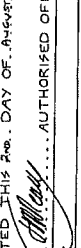
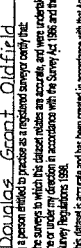
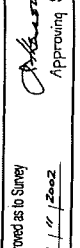
Interests

Appurtenant hereto is a right of way and a right to convey water specified in Easement Certificate C468948.5 - 6.4.1993 at 1.58 pm (affects part formerly CT 92C/157)

D684182.1 CERTIFICATE PURSUANT TO SECTION 37 (2) BUILDING ACT 1991 (ALSO AFFECTS CT NA57B/495) - 26.2.2002 AT 1.44 PM (affects part formerly CT 92C/157)

D684182.2 CERTIFICATE PURSUANT TO SECTION 37 (2) BUILDING ACT 1991 (ALSO AFFECTS CT NA57B/495) - 26.2.2002 AT 1.44 PM (affects part formerly CT 92C/157)

12484654.1 Mortgage to Bank of New Zealand - 21.6.2022 at 10:31 am

		Approved Registered Owners: AS TO C.T. 92c/157  BONE 187 LIMITED	
		I HEREBY CERTIFY THAT THIS PLAN WAS APPROVED BY THE FRANKLIN DISTRICT COUNCIL PURSUANT TO SECTION 223 OF THE RESOURCE MANAGEMENT ACT 1991 ON THE 2nd DAY OF AUGUST 2002.  AS TO C.T. 92c/157 RAMALAMA DINGDONG LIMITED	
CLASS OF SURVEY: LOT 1 : I LOT 2 : II		Existing Easement Purpose: Water Supply Shown: Created By C. 448948.5	
PT. 1 D.P. 43277 PT. 2 D.P. 154852 PT. 3 D.P. 154852 PT. 4 D.P. 154852 LOT 1 10.8720 ha. LOT 2 10.8720 ha.		PURSUANT TO SECTION 224(6) OF THE RESOURCE MANAGEMENT ACT 1991 I HEREBY CERTIFY THAT ALL THE CONDITIONS OF THE SUBDIVISION CONSENT HAVE BEEN COMPLIED WITH TO THE SATISFACTION OF THE FRANKLIN DISTRICT COUNCIL. DATED THIS 2nd DAY OF AUGUST 2002  AS TO C.T. 92c/157 NEW C.S.T. ALLOCATED: LOT 1 : 34124 LOT 2 : 34125 Total Area 11.7295 ha. Comprised in C.T. 92c/154 (all) & C.T. 92c/157 (all)	
LAND DISTRICT NORTH AUCKLAND Survey Blk & Dist. XII DRURY NZMS 261 Sheet		Being a person entitled to practice as a registered surveyor only that: (a) The survey in which this plan is made is accurate, and was conducted by me or under my direct supervision in accordance with the Survey Act 1986 and the Survey Regulations 1986. (b) The plan is a true and correct copy of the original plan filed in accordance with the Land and Survey Regulations 1986. Signed:  Date: 18/12/2002 Field Book: _____ Reference Plan: _____ Examined: _____ Approved as to Survey:  Approved as to Land: _____ Deposited by Land Information N.Z. on 31.12.2002 Registrar General of Land File No. _____ Received: _____ Date: 18/12/2002 D.P. 308789	



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
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R. W. Muir
Registrar-General
of Land

Identifier **56131**
Land Registration District **North Auckland**
Date Issued 20 February 2006

Prior References

34125 NA57B/495 NA92C/156

Estate Fee Simple
Area 11.9150 hectares more or less
Legal Description Lot 4 Deposited Plan 314194
Registered Owners
Bone 187 Limited

Interests

Appurtenant hereto is a water supply right specified in Easement Certificate B311797.11 - 24.7.1984 at 9.24 am (affects part formerly NA57B/495)

Subject to a water supply right over part marked G on DP 314194 specified in Easement Certificate C468948.5 - 6.4.1993 at 1.58 pm

Appurtenant hereto is a water supply easement specified in Easement Certificate C468948.5 - 6.4.1993 at 1.58 pm (affects part formerly NA92C/156)

C468948.6 Bond pursuant to Section 108(1)(b) Resource Management Act 1991 - 6.4.1993 at 1.58 pm (affects part formerly NA92C/156)

Subject to a right to convey water & electricity easements over part marked N on DP 359472 created by Easement Instrument 6758878.17 - 20.2.2006 at 9:00 am

Subject to a right of way, electricity & telephone easements over part marked B on DP 340860 created by Easement Instrument 6758878.22 - 20.2.2006 at 9:00 am

The easements created by Easement Instrument 6758878.22 are subject to Section 243 (a) Resource Management Act 1991
6758878.23 Mortgage to Bank of New Zealand - 20.2.2006 at 9:00 am

Search Copy Dated 05/17/24 4:53pm, Page 2 of 2
17603 Register Only



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**



R. W. Muir
Registrar-General
of Land

Identifier **133285**
Land Registration District **North Auckland**
Date Issued 19 January 2004

Prior References
GN B488922.1

Estate Fee Simple
Area 5.1573 hectares more or less
Legal Description Section J Survey Office Plan 59273
Registered Owners
Bone 187 Limited

Interests

Subject to a water supply easement over part marked A on SO 335411 created by Easement Instrument 6083743.1 - 19.7.2004 at 9:00 am

Subject to a water supply easement over part marked A on SO 335411 created by Transfer 6096230.1 - 29.7.2004 at 9:00 am

Subject to a right to drain stormwater easement (in gross) over part marked B on SO 335411 in favour of Her Majesty The Queen created by Easement Instrument 6895842.1 - 7.6.2006 at 9:00 am

Subject to Part IVA Conservation Act 1987

Subject to Section 11 Crown Minerals Act 1991



Extract from *N.Z. Gazette*, 26 September 1985, No. 180, page 4227

Land Acquired for Motorway Purposes and for the Auckland-Hamilton Motorway in Block XII, Drury Survey District, Franklin County

PURSUANT to section 20 of the Public Works Act 1981, the Minister of Works and Development declares that, an agreement to that effect having been entered into, the land described in the First Schedule hereto is hereby acquired for motorway purposes, and the land described in the Second Schedule hereto is hereby acquired for the Auckland-Hamilton Motorway and shall vest in the Crown on the 26th day of September 1985.

FIRST SCHEDULE

NORTH AUCKLAND LAND DISTRICT

ALL that piece of land containing 5.1573 hectares, situated in Block XII, Drury Survey District and being part Lot 1, D.P. 43277; as shown marked "J" on S.O. Plan 59273; lodged in the office of the Chief Surveyor at Auckland.

CT 1319/97

SECOND SCHEDULE

NORTH AUCKLAND LAND DISTRICT

ALL that piece of land containing 1.3210 hectares, situated in Block XII, Drury Survey District and being part Lot 1, D.P. 43277; as shown marked "I" on S.O. Plan 59273; lodged in the office of the Chief Surveyor at Auckland.

CT 1319/97

Dated at Wellington this 17th day of September 1985.

J. R. BATTERSBY,
for Minister of Works and Development.

(P.W. 71/2/1/0: AK. D.O. 72/1/2A/0/234)

16/1

Noted
MC

10.30 06.DEC85 D 488922.1
PARTICULARS LITERARY AND REGISTRY
AND REGISTRY
ASST. LAND REGISTRY
1319/97





NOR3 # 12

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= 1:8,000

Date Printed:
4/07/2024

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NOR3 # 12



Auckland Council
Te Kauhira o Tāmaki Makaurau

0 50 100 150
Meters

Scale @ A4
= 1:8,000


Date Printed:
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2509137

NOTATIONS

Appeals to the Proposed Plan

 Appeals seeking changes to zones or management layers

Proposed Modifications to Operative in part Plan

-  Notice of Requirements
-  Proposed Plan Changes

Tagging of Provisions:

- [i] = Information only
- [rp] = Regional Plan
- [rcp] = Regional Coastal Plan
- [rps] = Regional Policy Statement
- [dp] = District Plan (only noted when dual provisions apply)

ZONING

Residential

-  Residential - Large Lot Zone
-  Residential - Rural and Coastal Settlement Zone
-  Residential - Single House Zone
-  Residential - Mixed Housing Suburban Zone
-  Residential - Mixed Housing Urban Zone
-  Residential - Terrace Housing and Apartment Buildings Zone








Business

-  Business - City Centre Zone
-  Business - Metropolitan Centre Zone
-  Business - Town Centre Zone
-  Business - Local Centre Zone
-  Business - Neighbourhood Centre Zone
-  Business - Mixed Use Zone
-  Business - General Business Zone
-  Business - Business Park Zone
-  Business - Heavy Industry Zone
-  Business - Light Industry Zone

Open space

-  Open Space - Conservation Zone
-  Open Space - Informal Recreation Zone
-  Open Space - Sport and Active Recreation Zone
-  Open Space - Civic Spaces Zone
-  Open Space - Community Zone
-  Water [i]



Rural

-  Rural - Rural Production Zone
-  Rural - Mixed Rural Zone
-  Rural - Rural Coastal Zone
-  Rural - Rural Conservation Zone
-  Rural - Countryside Living Zone
-  Rural - Waitakere Foothills Zone
-  Rural - Waitakere Ranges Zone



Future Urban

-  Future Urban Zone
-  Green Infrastructure Corridor (Operative in some Special Housing Areas)

Infrastructure

-  Special Purpose Zone - Airports & Airfields
Cemetery
Quarry
Healthcare Facility & Hospital
Tertiary Education
Māori Purpose
Major Recreation Facility
School
-  Strategic Transport Corridor Zone

Coastal

-  Coastal - General Coastal Marine Zone [rcp]
-  Coastal - Marina Zone [rcp/dp]
-  Coastal - Mooring Zone [rcp]
-  Coastal - Minor Port Zone [rcp/dp]
-  Coastal - Ferry Terminal Zone [rcp/dp]
-  Coastal - Defence Zone [rcp]
-  Coastal - Coastal Transition Zone



Precincts

- - - - Rural Urban Boundary

- - - - Indicative Coastline [i]

Natural Resources

	Terrestrial [rp/dp]	Significant Ecological Areas Overlay
	Marine 1 [rcp]	
	Marine 2 [rcp]	
	Water Supply Management Areas Overlay [rp]	
	Natural Stream Management Areas Overlay [rp]	
	High-Use Stream Management Areas Overlay [rp]	
	Natural	
	Urban	
	High-Use Aquifer Management Areas Overlay [rp]	
	Quality-Sensitive Aquifer Management Areas Overlay [rp]	
	Wetland Management Areas Overlay [rp]	

Infrastructure

	Airport Approach Surface Overlay	
	Aircraft Noise Overlay	
	City Centre Port Noise Overlay [rcp / dp]	
	Quarry Buffer Area Overlay	
	National Grid Subdivision Corridor	National Grid Corridor Overlay
	National Grid Substation Corridor	
	National Grid Yard Compromised	
	National Grid Yard Uncompromised	

Mana Whenua

	Sites & Places of Significance to Mana Whenua Overlay [rcp/dp]
--	--

Built Environment

	Identified Growth Corridor Overlay
--	------------------------------------

Natural Heritage

	Verified position of tree	Notable Trees Overlay
	Unverified position of tree	
	Group of Trees	
	Outstanding Natural Features Overlay [rcp/dp]	
	Outstanding Natural Landscapes Overlay [rcp/dp]	
	Outstanding Natural Character Overlay [rcp/dp]	
	High Natural Character Overlay [rcp/dp]	
	Viewshafts	Regionally Significant Volcanic Viewshafts & Height Sensitive Areas Overlay [rcp/dp]
	Height Sensitive Areas	
	Regionally Significant Volcanic Viewshafts Overlay Contours [i]	
	Locally Significant Volcanic Viewshafts Overlay [rcp/dp]	
	Locally Significant Volcanic Viewshafts Overlay Contours [i]	
	Modified	Ridgeline Protection Overlay
	Natural	
	Local Public Views Overlay [rcp/dp]	
	Extent of Overlay	Waitakere Ranges Heritage Area Overlay
	Subdivision Schedule	

Historic Heritage & Special Character

	Historic Heritage Overlay Place [rcp/dp]
	Historic Heritage Overlay Extent of Place [rcp/dp]
	Special Character Areas Overlay Residential and Business
	Auckland War Memorial Museum Viewshaft Overlay [rcp/dp]
	Auckland War Memorial Museum Viewshaft Overlay Contours [i]
	Stockade Hill Viewshaft Overlay – 8m height area
	Stockade Hill Viewshaft [i]

Controls

	Key Retail Frontage	Building Frontage Control
	General Commercial Frontage	
	Adjacent to Level Crossings	
	General	Vehicle Access Restriction Control
	Motorway Interchange Control	
	Centre Fringe Office Control	
	Height Variation Control	
	Parking Variation Control	
	Level Crossings With Sightlines Control	
	Arterial Roads	
	Business Park Zone Office Control	
	Hazardous Facilities	Emergency Management Area Control
	Infrastructure	
	Macroinvertebrate Community Index	
	Flow 1 [rp]	Stormwater Management Area Control
	Flow 2 [rp]	
	Subdivision Variation Control	
	Indigenous Vegetation 749.7 ha	Kawau Island Rural Subdivision SEAs Control
	Freshwater Wetland 14.6 ha	
	Surf Breaks [rcp]	
	Cable Protection Areas Control [rcp]	
	Coastal Inundation 1 per cent AEP Plus 1m Control	

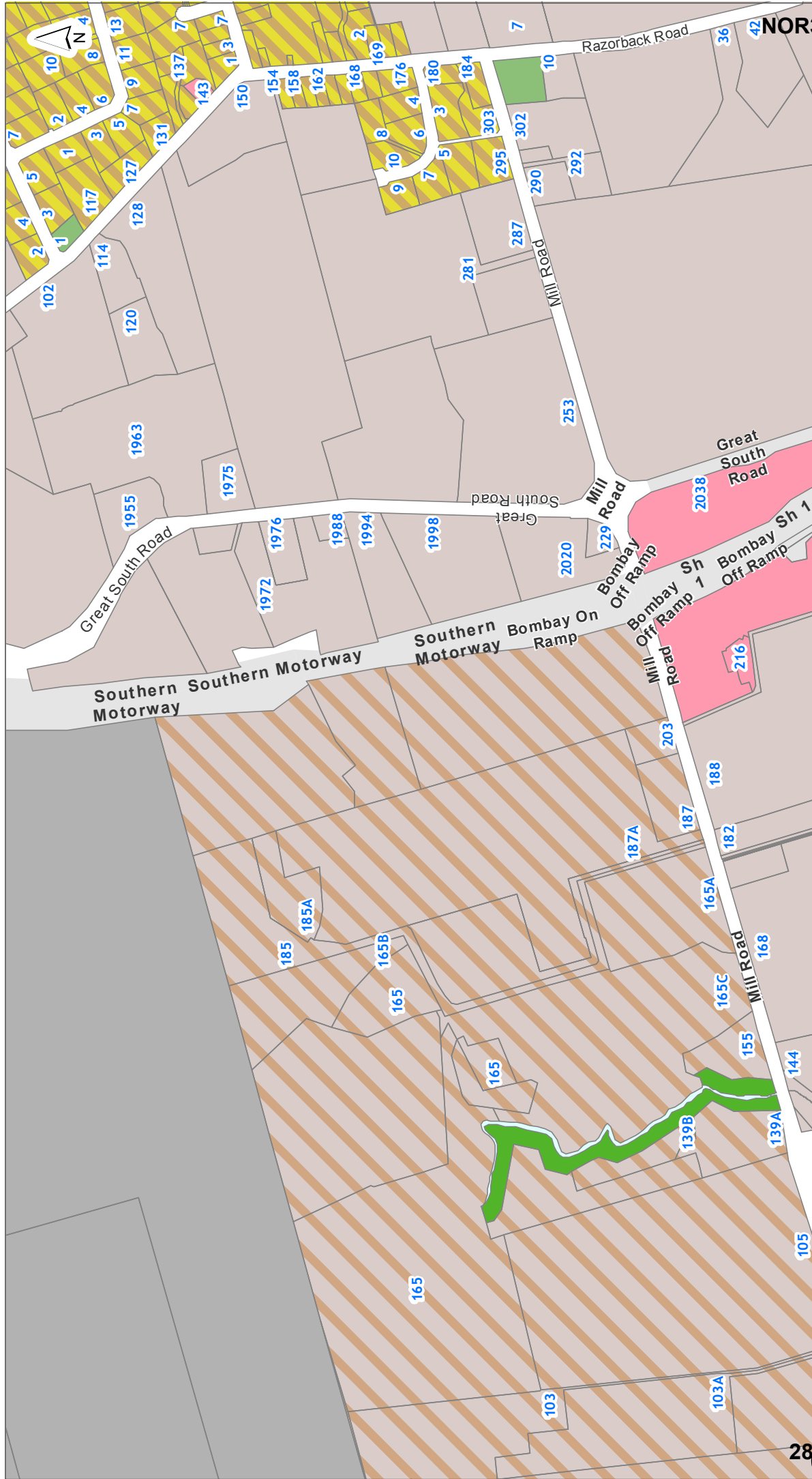
Designations



Designations



Airspace Restriction Designations



28 of 37

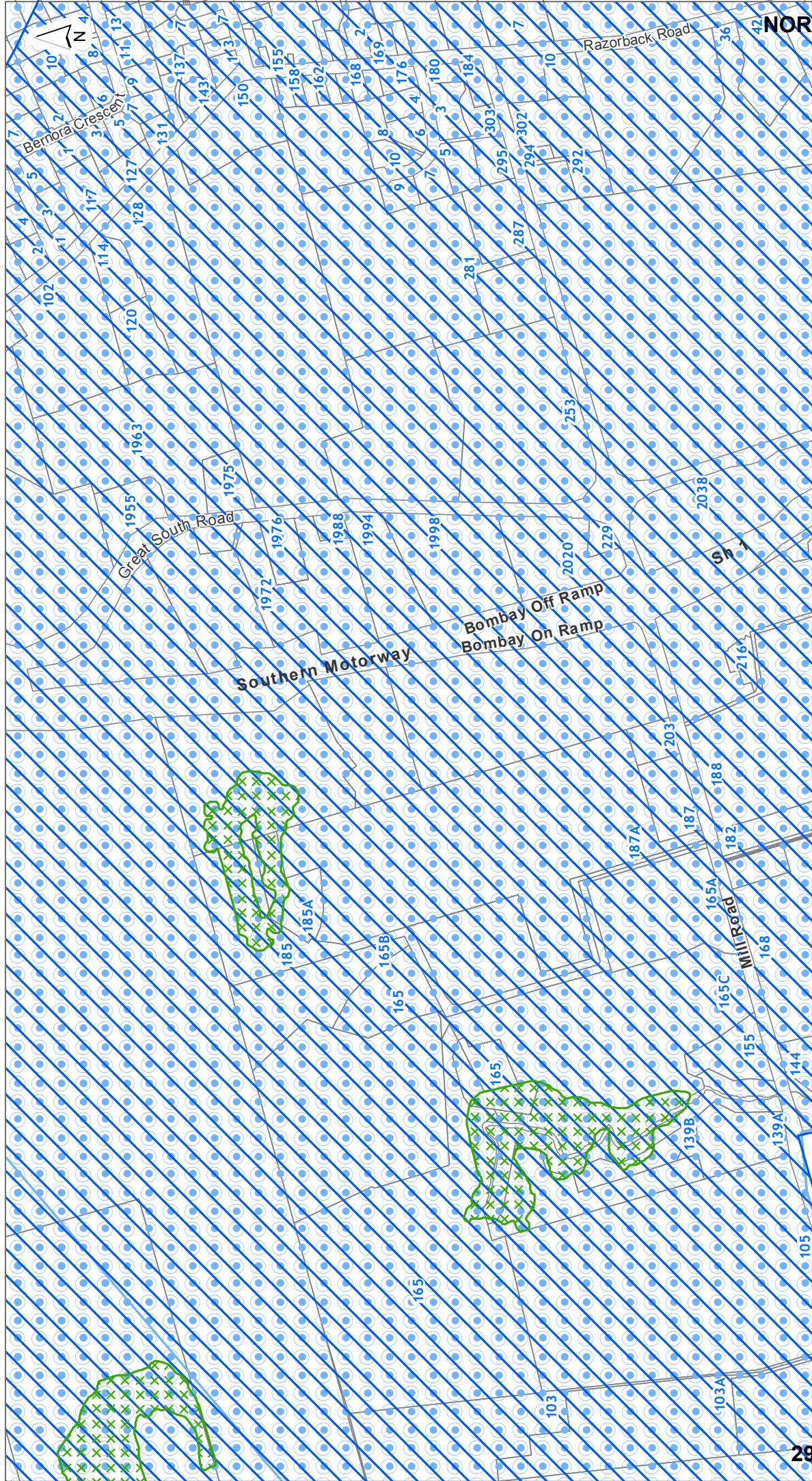
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Zones and Rural Urban Boundary

0 50 100 150
Meters

Scale @ A4
= 1:8,000

Date Printed:
15/07/2024



29 of 33

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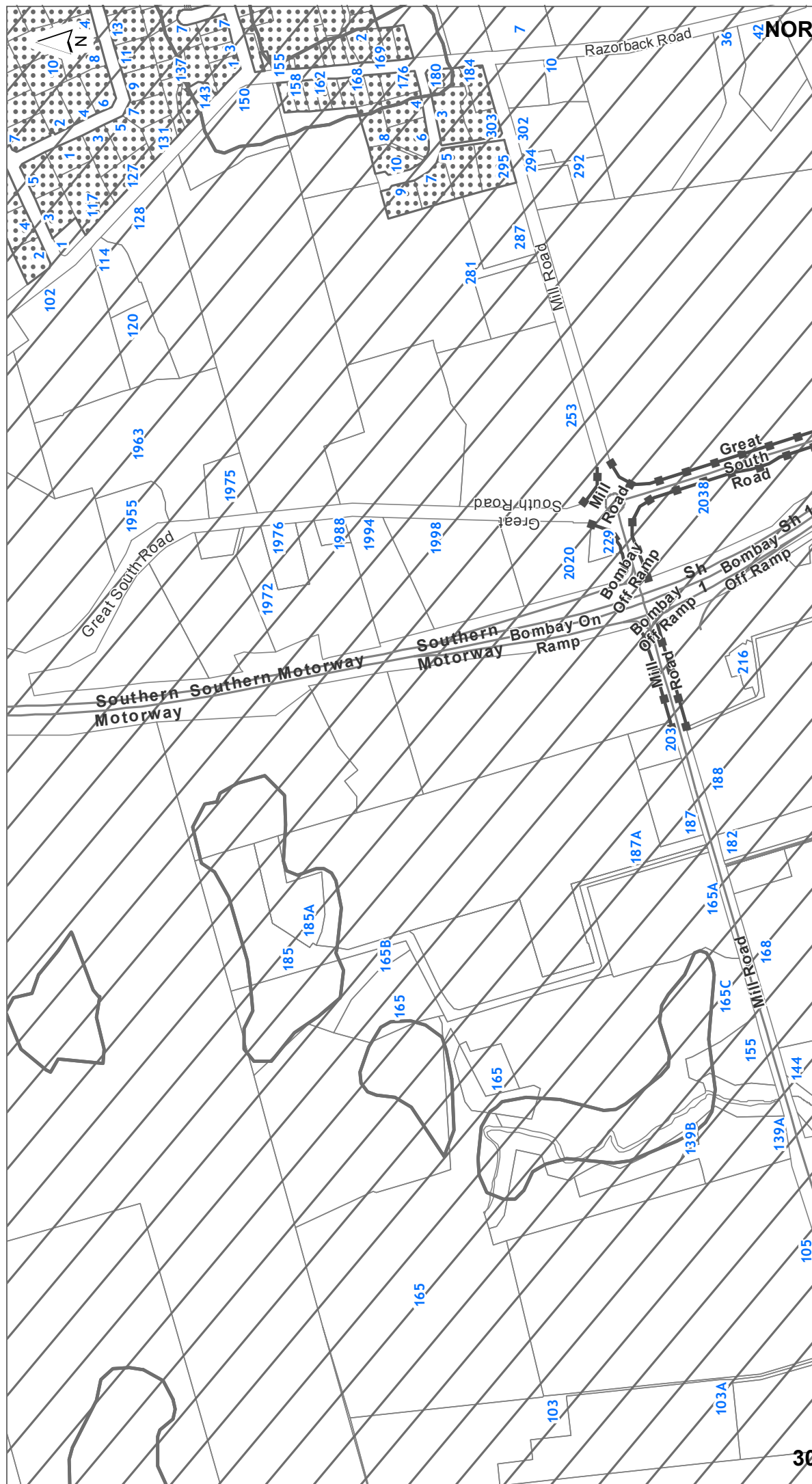
Natural Resources

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Meters

Scale @ A4
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Date Printed:
15/07/2024

NOR3 # 12

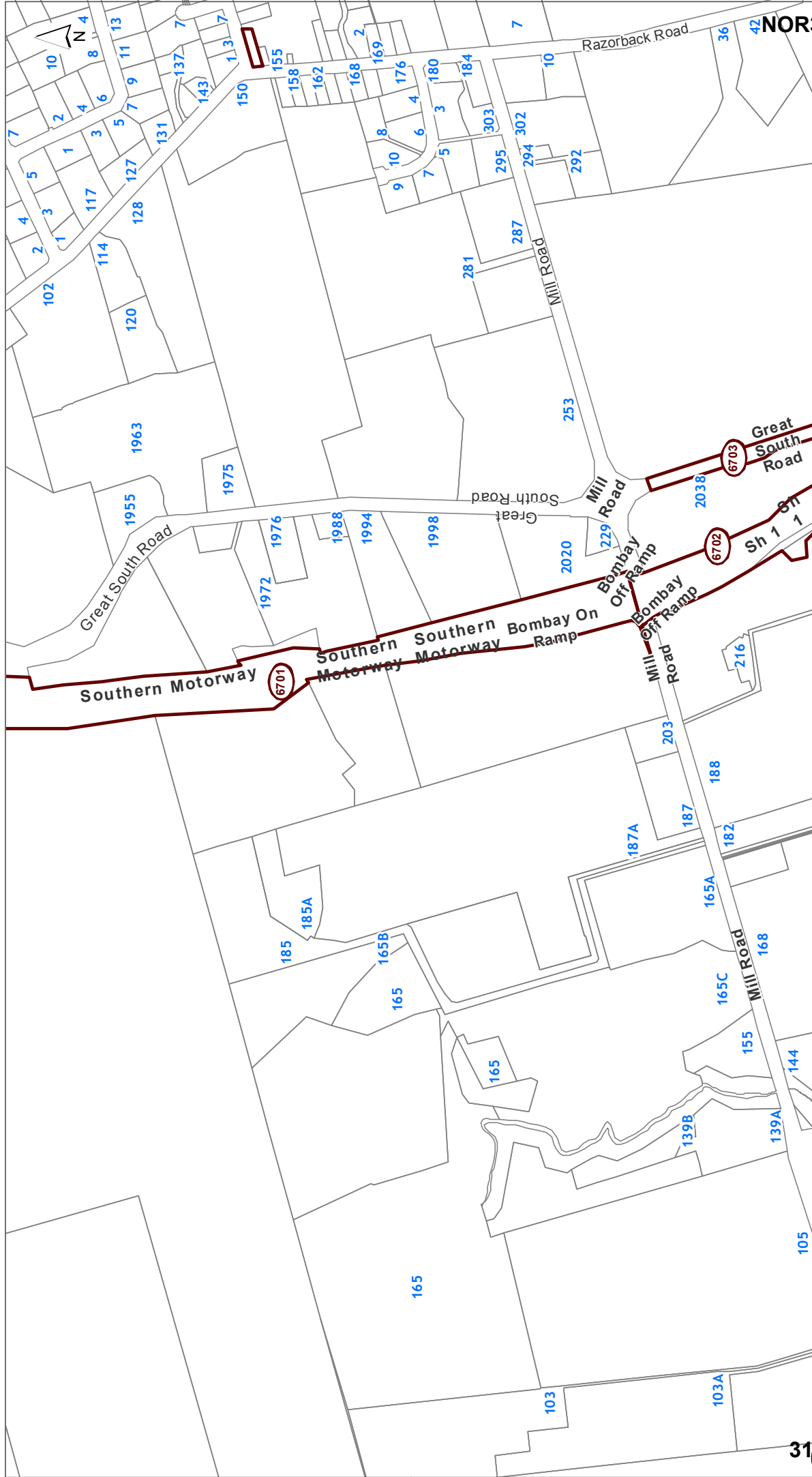


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Controls

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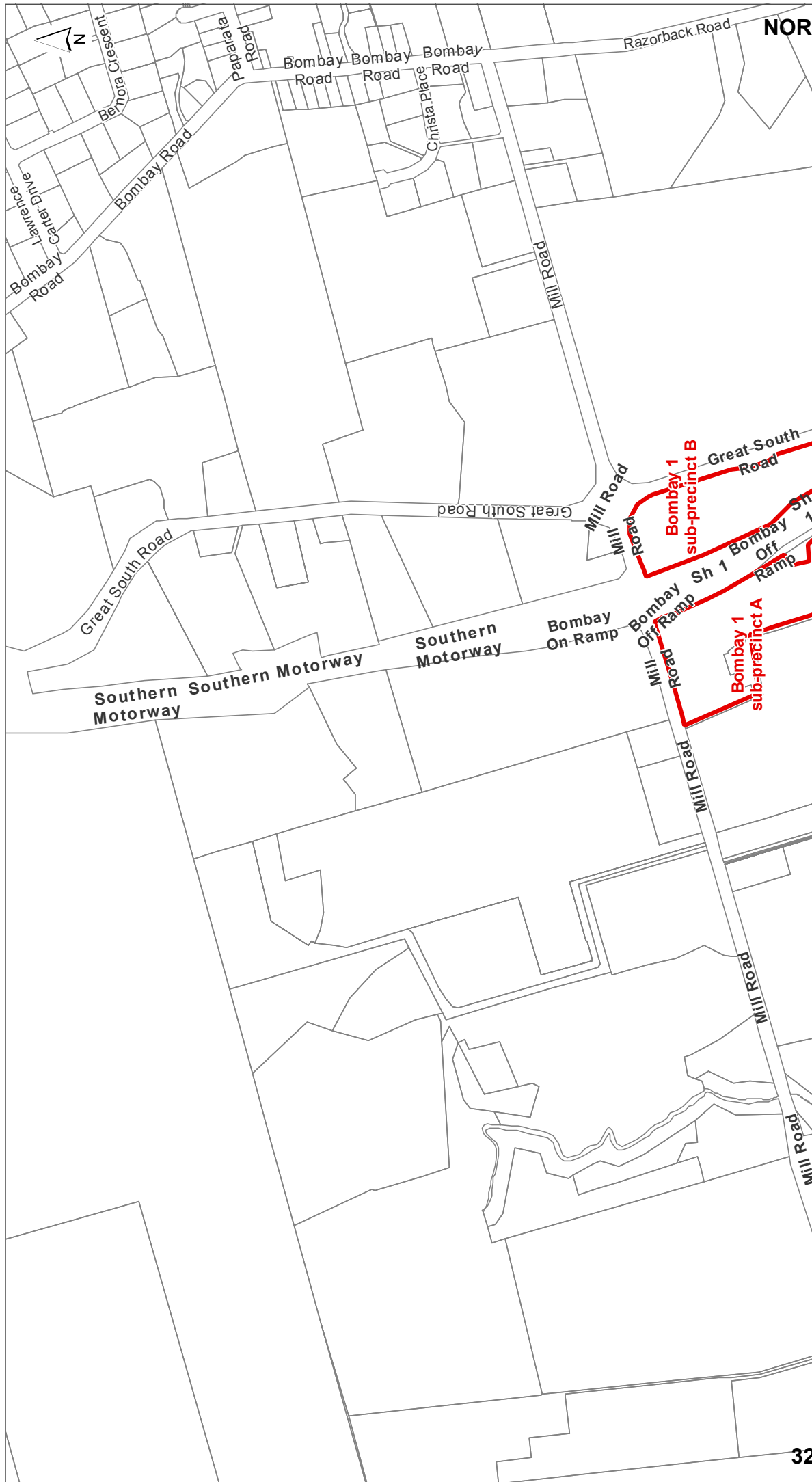


318137

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Designations

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Date Printed:
15/07/2024



NOR3 # 12



Auckland Council
Te Kaunhera o Tāmaki Makaurau



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Date Printed:
15/07/2024

Precincts

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Historic Heritage and Special Character

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Meters

Scale @ A4
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342 of 347
620

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Infrastructure

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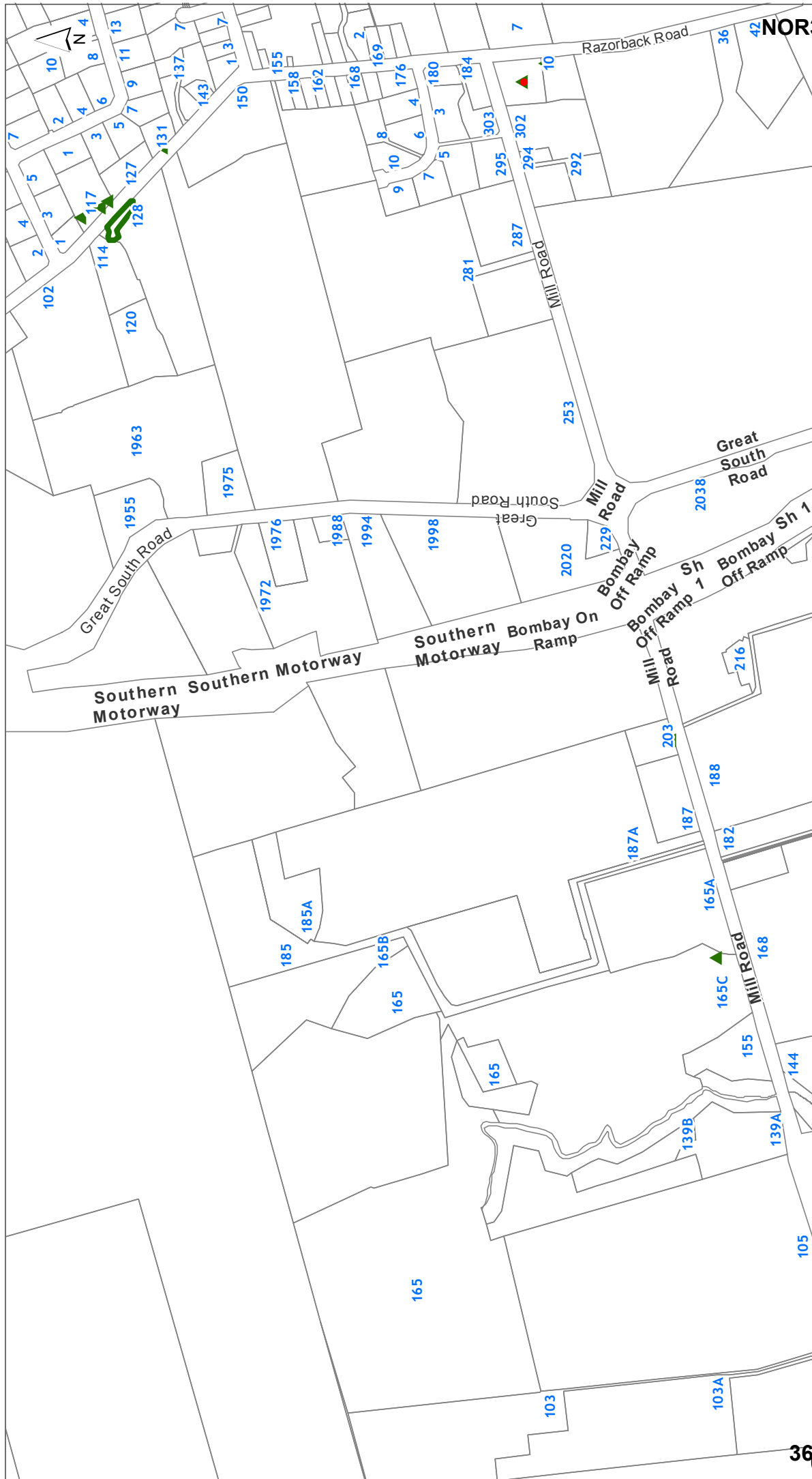
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Mana Whenua

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Meters

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Natural Heritage

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Meters

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Date Printed:
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Built Environment

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MetersScale @ A4
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15/07/2024

**SUBMISSION ON NOTICE OF REQUIREMENT: PAPAKURA TO BOMBAY PROJECT STAGE 2:
ALTERATION TO DESIGNATION 6701 STATE HIGHWAY 1 – BOMBAY (NoR 3)**

NZ TRANSPORT AGENCY WAKA KOTAHI

To: Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Via email: unitaryplan@aucklandcouncil.govt.nz

Submitter: bp Oil New Zealand Limited
PO Box 99 873
AUCKLAND 1149

Address for Service: SLR Consulting New Zealand Limited
201 Victoria St West
PO Box 911310, Victoria St West,
AUCKLAND 1142

Attention: Samantha Redward

Phone: 027 7766 115

Email: samantha.redward@slrconsulting.com

A. Introduction

1. This is a submission on the notice of requirement (*NoR*) lodged by NZ Transport Agency Waka Kotahi (*NZTA*) to alter Designation 6701 Motorway (*State Highway 1*) (*NoR 3* or *the Project*). *NoR 3* is one of several *NoRs* for *NZTA*'s Papakura to Bombay (*P2B*) project. *NoR 3* is Stage 2 of the *P2B* and incorporates the remaining portion of the *P2B* project area approximately 200 m north of Quarry Road to the location of the existing Mill Road/Bombay Interchange.
2. *NZTA*, as a requiring authority under section 167 of the Resource Management Act 1991 (the *RMA*), has lodged *NoR 3* for the following reasons:
 - State Highway 1 (*SH1*) improvements, including:
 - i. Widening to provide three lanes northbound and southbound, from approximately 200 m north of Quarry Road to the location of Mill Road/Bombay Interchange.
 - ii. Capacity and safety improvements are proposed along the *SH1* corridor, namely: upgraded interchanges, wider shoulders, new barriers, and additional lighting are proposed along the full extent of the Project.
 - iii. The extension of a 3.0 m wide Shared User Path (*SUP*) from Stage 1B1 (200 m north of Quarry Road) to Mill Road/Bombay Interchange.
 - iv. The Project will include a new overhead dumbbell interchange design proposed at Drury South (*NoR 2*), linking the *SH1* with Quarry Road to the east and the proposed Pukekohe arterial to the west at Great South Road.
 - v. Grade separated *SUPs* (beneath the interchange roundabouts) have been provided (*NoR 4*).
 - vi. A new interchange at Ramarama will replace the existing bridge across the motorway, incorporating enhanced active mode facilities (*NoR 2*).
 - The proposed Mill Road/Bombay Interchange includes on and off ramps with four through lanes and shared use paths either side across the bridge, which will integrate with signalised intersections currently under development through an adjacent project.
 - Link roads to the adjacent network (Quarry Road and Great South Road) are proposed either side of the Drury South Interchange (*NoR 5*).
 - New or upgraded stormwater management systems, bridges and culverts (where applicable).
 - Retaining walls and batter slopes, and associated cut and fill earthworks.
 - Vegetation removal.
 - Other construction related activities required outside the permanent footprint including the re-grade of the Project area, construction traffic manoeuvring and construction laydown areas.
3. bp Oil New Zealand Limited (*bp* or *the Submitter*) operates an existing service station at 216 Mill Road, known as bp Connect Bombay (*the site*). The wider service centre area, including bp is held in a Unit Title arrangement where bp own Units A and B with a number of accessory units corresponding to the service station forecourt, the truck stop, car wash and ancillary

structures. Unit B is leased separately. The bp unit area A, accessory area A5 and some areas of common property are directly affected by NoR 3.

4. The Submitter could not gain an advantage in trade competition through this submission.

B. Submission

5. The Submitter supports the principle of NoR 3 and the wider P2B works to improve important transport corridors in Southern Auckland but, without understanding the exact implications of the future works on its site noted above, cannot support NoR 3. The Submitter therefore opposes NoR 3 for the following reasons:

- the Assessment of Environmental Effects is inadequate and does not address the significant adverse effects of the works in sufficient detail to address matters under section 171(1) of the RMA;
- the potential adverse effects on the Submitter have been inadequately identified, considered, or avoided, remedied, or mitigated;
- the adverse effects of the Project are not sufficiently mitigated, including manging the effects of the Project on adjacent activities;
- the Project will generate significant adverse social and economic effects, including on the Submitter's business; and
- the proposed conditions do not adequately address the potential for adverse effects, including significant adverse effects.

C. Reasons for Submission

6. To understand the Submitter's position, key details regarding the specifics of its site operations are provided below.

Site information

7. The site forms part of the SH1 Northbound Motorway Service Centre located at 216 Mill Road, Bombay. The service station comprises a large area to the north of the wider service centre area and includes 8 refuelling lanes (with canopy), a truck stop with 4 refuelling lanes (with canopy), and a large retail shop with smaller ancillary support services also offered including: a car wash and electric vehicle (EV) charging infrastructure, air tower and vacuum, extensive signage, landscaping, parking and manoeuvring areas. Ingress to the site from SH1 is provided by a one lane slipway from the SH1 offramp. Ingress and egress is provided to Mill Road via two vehicle crossings on either side of the bp retail shop.
8. Figures 1 and 2 below are sourced from the NoR 3 documents and illustrate that the works to the Mill Road frontage are likely to be limited but which include:
 - The proposed Mill Road/Bombay Interchange includes on and off ramps with four through lanes and shared use paths either side across the bridge, which will extend along the front of the site.

- Support structures (assumed 'fill batter') encroaching into the northern eastern portion of the site including impacting the vehicle crossing, car parking, EV charging infrastructure and potentially other infrastructure.

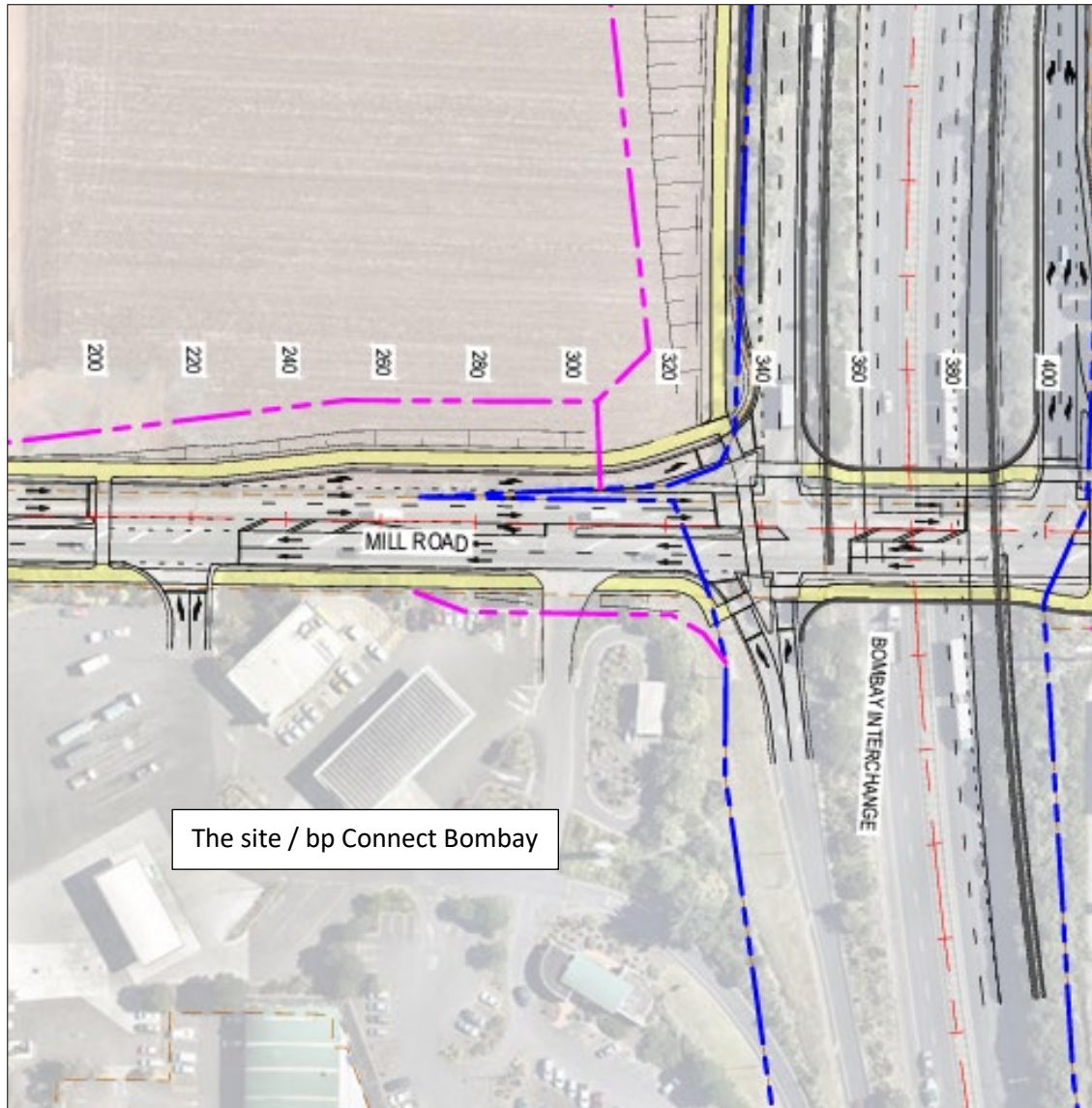


Figure 1: Excerpt of the NoR 3 General Arrangement Plan (sheet 41) showing the site.













LEGEND			
<u>PLAN:</u>			
EXISTING DESIGNATION BOUNDARY		EXISTING CULVERT TO BE ABANDONED OR REMOVED	
PROPOSED DESIGNATION BOUNDARY		PROPOSED CULVERT	
EXISTING PROPERTY BOUNDARY		PROPOSED SHARED USE PATH	
EXISTING BRIDGE EXTENTS		PROPOSED FOOTPATH	
PROPOSED BRIDGE EXTENTS		PROPOSED CYCLEWAY	
PROPOSED RETAINING WALL		PROPOSED SWALE	
		PROPOSED STREAM DIVERSION	

Figure 2: Excerpt of the legend of the NoR 3 General Arrangement Plan (sheet 41).

9. The site comprises a range of infrastructure necessary for the daily operation including underground fuel storage tanks, fill points, underground fuel lines, stormwater infrastructure (e.g., oil and water separators), EV charging and associated infrastructure (such as transformers). In addition to any specific resource consent requirements, the Submitter is also required to operate its retail fuel outlets in accordance with other legislation including the Hazardous Substances and New Organisms Act 1996 (*HSNO*) and Health and Safety at Work Act 2015 (*HSWA*). Such operational requirements include providing adequate access and manoeuvring areas for tanker trucks to enter the site, access fill points and then navigate and exit the site safely.

Construction effects

10. NoR 3 does not specify a construction period or duration for the Project. It is understood that the works will depend on funding for the P2B project and may occur within a 15–20-year timeframe. The Submitter acknowledges that, while no specific timeframe or duration can be provided at this time, it considers that the lack of clarity provides significant uncertainty for the operation and potential maintenance or upgrade of its site.
11. NoR 3 proposes construction activities that may restrict the ability for vehicles and customers to access and use the site; while there are multiple access points, there is insufficient detail regarding construction to understand the potential adverse effects and how this will be appropriately managed. Service stations are a vehicle-oriented activity and rely on a frequent flow of vehicles accessing and using the site in order to operate successfully. As such, it is imperative that access to the site is retained as much as practicable during the works period to ensure that adverse effects on its operation is minimised.
12. NoR 3 proposes a suite of management plans to ensure all construction related effects (e.g., traffic, noise and vibration) can be appropriately managed during the construction period. The application states that temporary traffic, access and construction related effects will be managed through Construction Traffic Management Plans (*CTMP*) that will be developed prior to the commencement of construction.
13. The proposed CTMP condition (Appendix L of the NoR 3 documents) requires “*methods to maintain access to private properties where practicable, or to provide alternative access arrangements when it will not be¹*”. The Submitter supports this approach but notes that there is no requirement for any communication and engagement with affected stakeholders.
14. The Submitter considers that engagement with affected stakeholders is critical to understand how the proposed construction works, access arrangements and or restrictions will impact the operation of its site and enable an opportunity for the Submitter to advise NZTA of its operational requirements to ensure that disruptions and adverse effects can be minimised as much as practicable.

¹ Page 19 of Appendix L.

15. The Submitter supports the use of a Construction and Noise and Vibration Management Plan (CNVMP), particularly the requirement for communication and engagement with stakeholders on construction activities to ensure disruption and effects are minimised. The Submitter supports this approach and seeks to be included as a specific stakeholder.
16. The existing service station on the site was established via a land use consent. Any change to the layout of the site arising from the designation and eventual works might result in the activities being unable to comply with the conditions of the site's resource consents as well as other legislative requirements. These impacts need to be considered in some detail and may necessitate obtaining variations to existing resource consents or new resource consents. This process creates uncertainty and costs for the Submitter and may have serious implications for the viability of the site as a service station.
17. NoR 3 proposes a 'Shared User Path' to be established along the northern boundary of the site adjacent to Mill Road. The General Arrangement Plan (see Figure 1 above) suggests that this corridor/infrastructure is unlikely to permanently disrupt the operation of the service station, however, it is noted that this cannot be confirmed until the detailed design process. Further to this, EV charging infrastructure, car parking, signage and other ancillary infrastructure are located along this boundary, which stand to be impacted.
18. The Submitter anticipates that construction works will be required on the site to establish the proposed corridor and, at this stage, is unaware of any implications that the required construction works will have on existing site operations. The Submitter therefore seeks input into the CTMP to ensure any disruptions and adverse effects are minimised as much as practicable.

D. Conclusion and Relief Sought

19. The Submitter opposes NoR 3 in its current form.
20. Therefore, the Submitter seeks that NoR 3, in its current form, is withdrawn.
21. In the event that NoR 3 is not withdrawn, the Submitter seeks that the Project is amended to appropriately avoid, remedy, or mitigate all adverse effects and matters of concern raised in this submission, including, but not limited to, the following:
 - Communicate project milestones with the Submitter including the likely construction timeframe and duration.
 - Amend the CTMP to require communication and engagement with the Submitter to ensure access to its site is maintained and any traffic related adverse effects are appropriately managed.
 - Minimising the encroachment of the Mill Road works into site and including the avoidance of any existing infrastructure or signage, including any ancillary infrastructure required for the operation of EV charging.

- Requirement (via condition) for the Submitter to be consulted with and permitted to provide input into the detailed design of the project including any change to the site's access to Mill Road.
- Include a lapse period to align with NoR 4 and NoR 5.

Signed on and behalf of bp Oil New Zealand Limited as authorised signatory.



Samantha Redward

Principal Planner

Dated this day of 18 July 2023

Appendix 4

14 Submissions on NoR 4

Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Fortysouth Group LP
Trading as Fortysouth
Private Bag 92161
Auckland, 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
PO Box 91362
Victoria Street West
Auckland, 1142

One New Zealand (One NZ)
Private Bag 92161
Auckland, 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland, 1010

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency (NZTA) for Stage 2 transport projects between Papakura and Bombay in Auckland:

- Papakura to Bombay (P2B) Project Stage 2 NoR 1: Alteration Designation 6706 State Highway 1 – Takanini to Drury (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 2: Alteration Designation 6700 State Highway 1 – Drury to Bombay (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 3: Alteration Designation 6701 State Highway 1 – Bombay (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 4: Shared User Path (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 5: Drury South Interchange Connections (Waka Kotahi NZ Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to Network Utility Operators.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall P2B package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Agreed conditions from other Notices of Requirement (NoR) around the region as part of the various Supporting Growth Alliance (SGA) packages have not carried through into these NoRs.

The Telecommunications Submitters **oppose** the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The organisations collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also crucial for supporting social and economic wellbeing and measures to reduce travel demand. The services

provide opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy.

The equipment used to deliver this is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. The design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable than trying to retrofit necessary telecommunications/ broadband infrastructure later due to disruptions and/ or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows and is outlined in more details viewable in **Appendix A**:

- Fortysouth Facility: Telecommunication pole by the Ramarama Off Ramp in NoR 1 (supporting both Spark and One NZ network and 2degrees is actively sharing One NZ antennas)
- Connexa Facility: Pole located along the Auckland southern motorway Bombay in NoR 2 (supporting Spark network)
- Connexa Facility: Pole located by 1 Bombay Road in NoR 4 (supporting 2Degrees network)
- Chorus has extensive fibre and copper lines networks throughout the project area.
- Chorus and Spark have existing cables running down east side of motorway. Purple lines on the attached map show the route.

Mobile operators are progressively rolling out roadside equipment and fibre routes in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators may need to integrate necessary services into infrastructure projects such as transport projects. This is especially significant for future development relative to the introduction of advanced technology such as 5G infrastructure, which will be crucial to transport infrastructure as well as adjacent development. This is essential to allow the public to maintain digital connectivity and enable equal opportunities through access to new technology.

It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. As described through the examples given below, this process does not always run smoothly. Previously, Spark, 2degrees and Vodafone (now One NZ) had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully

project in the Wellington Region to install services to provide telecommunications coverage. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting, it proved to be very challenging to try to incorporate necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators. This had been part of the detailed design phase of the project to identify opportunities to enable the development of new network utility including telecommunications infrastructure where practicable to do so¹.

Satisfactory outcomes on conditions have been agreed recently for Auckland Transport and Waka Kotahi who agreed to amend their proposed Network Utility Management Plan (NUMP) conditions to involve network utility operators during the design phase, whilst Waka Kotahi agreed to a Network Utility Integration condition for the SGA North Package of projects in lieu of the Land Integration Process condition used on Auckland Transport Designations.

All NoRs in this project include a NUMP condition in the construction conditions (CC.6 for NoR 1 and CC.8 for NoR 2-5), which is not the same as the previously and recently agreed upon NUMP condition wording for the other abovementioned SGA projects. The NUMP conditions used in the P2B project NoRs do not include the following clause:

(x) the development of the NUMP shall consider opportunities to coordinate future work programmes with other network utility operator(s) during detailed design where practicable.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, it is reasonable for there to be provisions to ensure the matter is properly considered during the design phase through consultation with network utility operators as it sets appropriate expectations and ensures these opportunities are properly explored. This facilitates proper consideration of making provision for communications infrastructure that support the function of the roads and/or serves adjacent growth. This should be a consideration distinct from protecting or relocating existing network utilities impacted by the project which has previously been the focus of conditions to manage network utilities.

¹ East West Link Condition NU2, W2W Condition 24A

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the Requiring Authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design.

The Assessment of Environmental Effects (AEE) for each notice sets out the relevant utility providers who have assets within and around the proposed designations and is listed in the Engagement section. Chorus, Spark, 2degrees, and One NZ are listed. However, Connexa and Fortysouth are not, despite having existing infrastructure within and around the proposed designated boundaries, and who have now acquired most of the fixed mobile assets of Spark, 2degrees, and One NZ. Therefore, it is a concern that the various companies will potentially not be properly consulted as part of the NUMP development and project design in the absence of suitable conditions.

Network Utilities Integration (NUI)

The P2B NoRs lodged by Waka Kotahi did not include a condition for Network Utilities Integration, despite previously agreeing to and including this within the SGA North Waka Kotahi NoRs for the hearings.

The exclusion of an NUI condition creates a potential lack of integration and dialogue between the project teams and existing infrastructure providers such as the Telecommunications Submitters. The proposed condition will promote effective collaboration and proper exploration of opportunities with regard to future infrastructure requirements being incorporated into these projects. The Telecommunication Submitters are seeking relief in the form of a satisfactory NUI condition (equivalent to the condition as previously included within the SGA North NoRs) to be included within the 5 Waka Kotahi NoRs for the P2B project, or an alternative condition of like effect in regard to addressing the issues raised by the Telecommunications Submitters.

The Telecommunications Submitters seeks the following decision from the Requiring Authorities:

Amend the NUMP condition for each notice of requirement, as follows:

Network Utility Management Plan (NUMP)

(a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.

- (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.*
- (c) To achieve the purpose, the NUMP shall include methods to:*
 - (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;*
 - (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;*
- (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.*
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.*
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.*
- (x) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.*

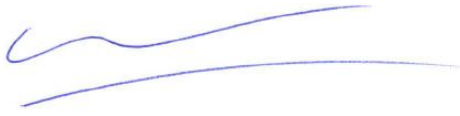
Add a NUI condition equivalent to that proposed for the North Transport Projects between Albany and Orewa designations by Waka Kotahi designations to properly identify and engage with relevant telecommunication network utility operators as part of project design.

Network Utilities Integration

- (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.*

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.



Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)

Date: 26 June 2024

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Appendix A

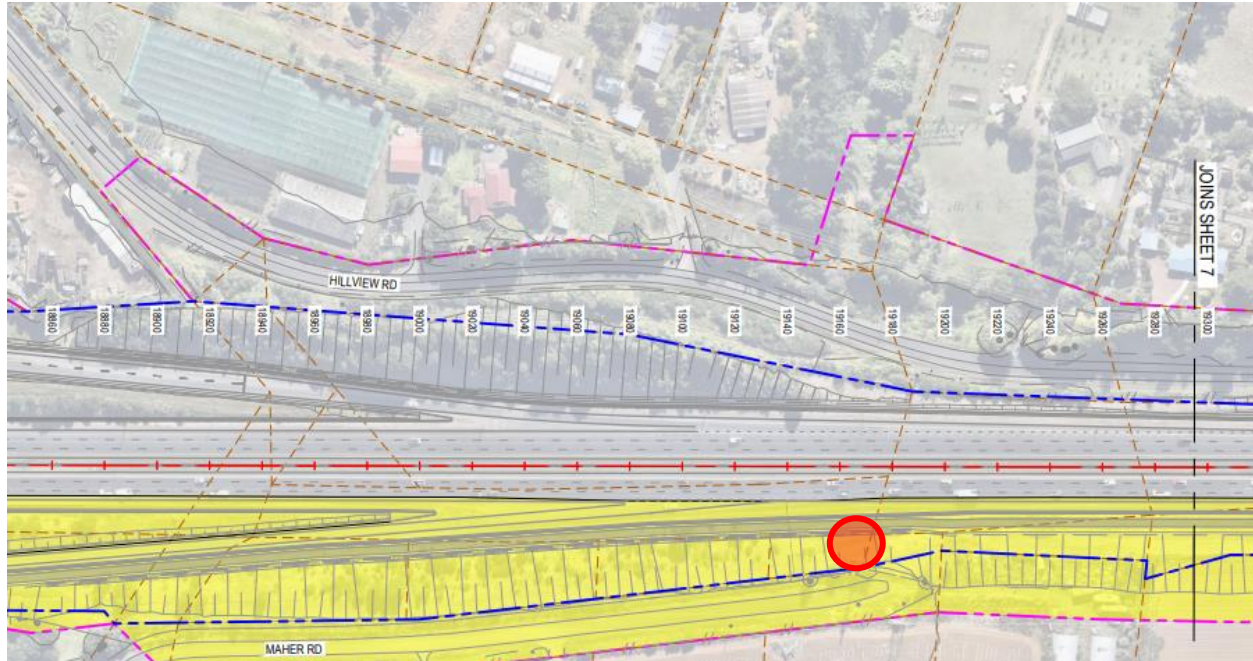
Impacted Telecommunication Facilities

Existing Telecommunication Sites Impacted

Fortysouth

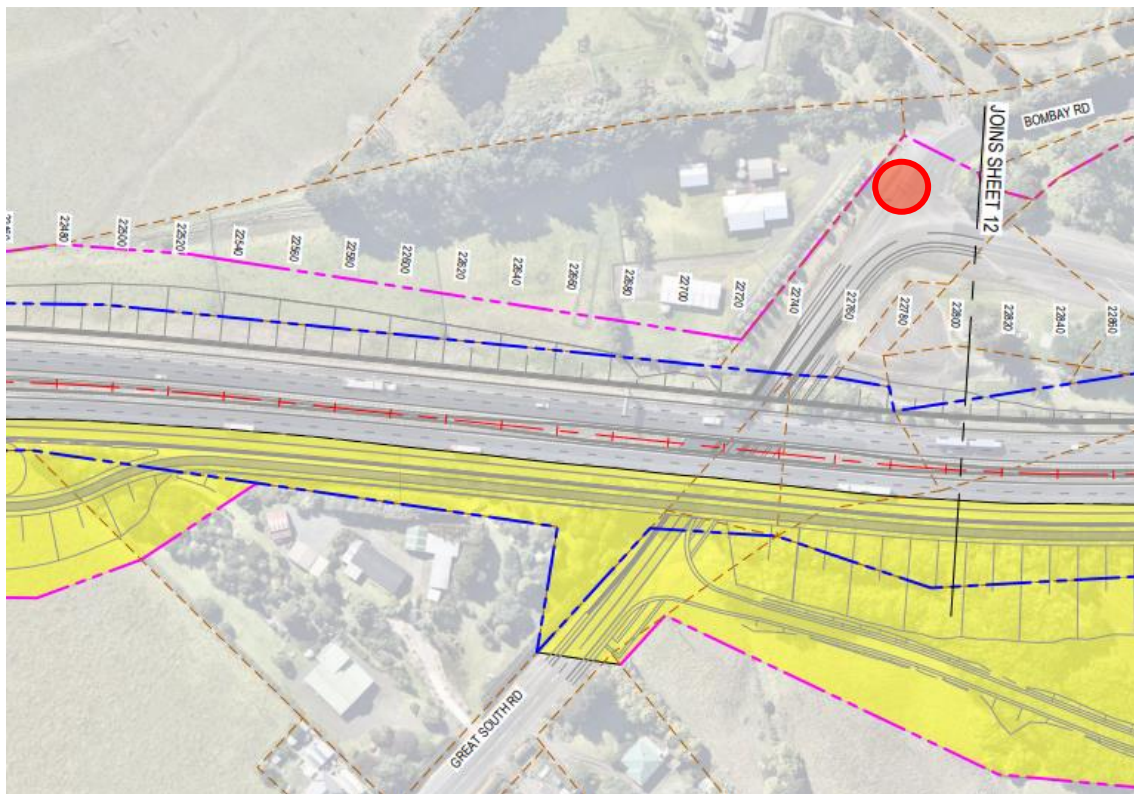
NoR 2 & 4 – Papakura to Bombay (P2B) Project Stage 2. 6700 SH1 – Drury to Bombay/ Shared User Path (Waka Kotahi NZ Transport)

- Pole located along Auckland Southern Motorway, by Ramarama Off ramp (supporting One NZ and Spark antennas, and 2degrees actively sharing the One NZ antennas)



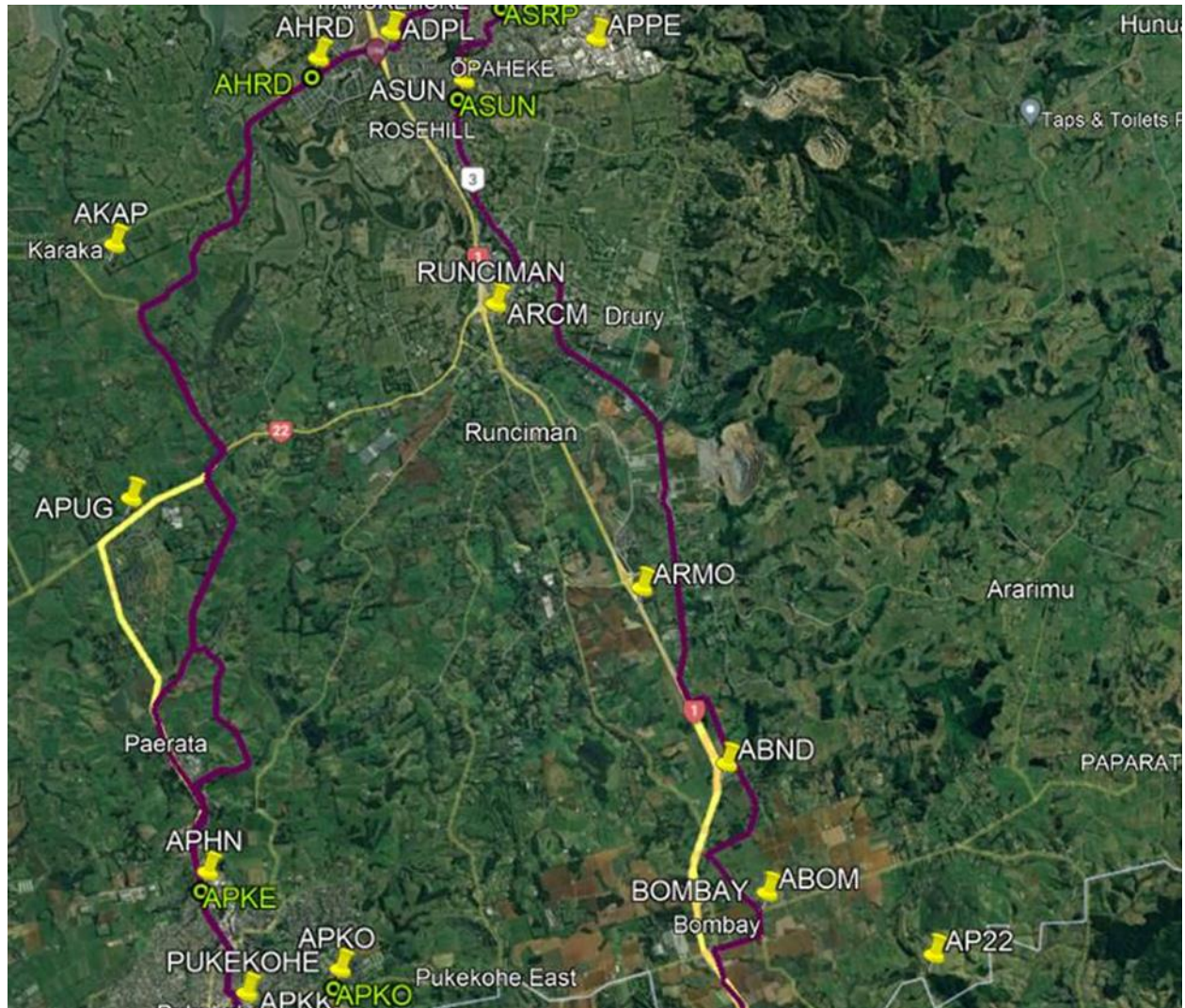
NoR 3 – Papakura to Bombay (P2B) Project Stage 2. SH1 – Bombay (Waka Kotahi NZ Transport)

- Pole located on 1 Bombay Road (supporting 2degrees)



Chorus and Spark

- Chorus and Spark existing cables running down the East side of the motorway. This is shown as the purple lines.



**SUBMISSION ON NOTICE OF REQUIREMENT: PAKAPURA TO BOMBAY (P2B) PROJECT
STAGE 2**

To: **New Zealand Transport Agency Waka Kotahi**

Name of submitters: **New Zealand Storage Holdings Limited and New Zealand Agrihub Limited**

Introduction

- 1 This is a submission on two of five notices of requirement from the New Zealand Transport Agency Waka Kotahi (NZTA) related to Stage 2 of the Pakapura to Bombay Project to provide upgrades to Stage Highway 1 between Drury South and Bombay (*Project*).
- 2 Notice of requirement 2 proposes to alter State Highway 1 Designation 6700 'Motorway' to authorise improvements to an area between a point south of Quarry Road overbridge and the State Highway 1 Great South Road overbridge at Bombay, including upgrades to the Ramarama Interchange, including a new overbridge and a new roundabout on western side of State Highway 1, and the associated infrastructure (including swales, culverts and wetlands (*NoR 2*). Notice of requirement 4 is a new designation sought by NZTA for a new shared user path to be constructed in the area 200m north of Quarry Road to the existing Bombay/Mill Road interchange (*NoR 4*) (together, *the Notices of Requirement*).
- 3 This submission is filed on behalf of New Zealand Storage Holdings Limited (NZSHL) and New Zealand Agrihub Limited (NZ AHL) (together, *the Submitters*) who are directly affected by the proposed land take associated with the extent of the proposed boundary of the Notices of Requirement, as identified in **Appendix A**.
- 4 NZSHL and NZ AHL are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

Background

- 5 The Submitters own a combined 30 properties totalling 124.5 hectares that are impacted by the Notices of Requirement, including two properties held by NZSHL and 28 properties owned by NZ AHL. Of the 30 affected properties, 14 are directly impacted by the extent of the Notices of Requirement. The affected sites are generally located:
 - (a) north of the proposed Drury South Interchange at Great South Road;¹
 - (b) at the intersection of Ararimu Road and State Highway 1 on the northern side of Ararimu Road;²

¹ Title references 186024 and NA48C/552.

² Title references NA94B/451, NA94B/450, NAB55B/909, and NA94B/449.

- (c) north of Ararimu Road, backing onto State Highway 1;³ and
- (d) south of Ararimu Road fronting Maher Road and sites along the southern boundary of Ararimu Road.⁴

(Together, the *Affected Properties*).

- 6 The Affected Properties at the intersection of Ararimu Road are zoned Rural – Mixed Rural. While the surrounding land is predominantly for agricultural use, the Affected Properties on the northern side of Ararimu Road at the intersection of Ararimu Road and State Highway 1 are planned to be used as an “Agri-hub” serving as a gateway between urban Auckland and rural New Zealand.⁵ The earthworks consents for the activity have already been given effect to. The Affected Properties north of the proposed Drury South Interchange are zoned Future Urban.

Submission

- 7 The Submitter’s acknowledge the importance of the Project to alleviate congestion on State Highway 1, particularly between Papakura and Bombay at peak times. However, the Submitters generally oppose the Notices of Requirement in their current form as they do not adequately address the effects on the Affected Properties and they unnecessarily constrain ability to access, develop and operate business activities on the land. In general, the Submitters oppose the Notices of Requirement because they would not:
- (a) promote the sustainable management of physical resources, including enabling people and communities to provide for their health and safety, and their social, economic and cultural well-being;
 - (b) promote the efficient use and development of physical resources;
 - (c) ensure consistency with good resource management practice; and
 - (d) adequately manage adverse effects on the environment.
- 8 Without limiting the generality of the above, the specific reasons for the Submitter’s opposition include (but are not limited to):

³ Title references NA94B/447 and NA94B/446.

⁴ The site identified as NA6A/1375 is directly affected and NA6A/1220, NA26A/1219, NA26A/1218 are immediately adjacent the Notices of Requirement boundary.

⁵ Consistent with LUC60329185, BUN60345506 and LUC6029185.

Options assessment for the Ramarama interchange

- (a) While a large portion of the works are inside the existing designation boundaries, for works outside the designation boundary NZTA is required to provide a comprehensive options assessment. The Ramarama Interchange (Ararimu Road Overbridge, and intersection to the west of State Highway 1) and shared user path as currently notified requires 0.747 hectares of the Affected Properties, including:
- (i) 100% of NA55B/909 to accommodate the location of the proposed roundabout;
 - (ii) 30% of NA94B/451 for the shared user path, batter slop and road; and
 - (iii) both NA94B/449 and NA94B/450 lose a portion of frontage for the shared user path and batter slope.
- (b) Of the three design options set out in the Options Assessment, the Submitters support a review of the alternative design proposals to Option 3 (the design selected). In preferring Option 3, it is not clear why certain existing activities (such as the residential dwelling and Community Hall) have been considered relevant while others have been disregarded. (The nature of the agricultural activities undertaken at the Affected Properties consistent with the Mixed Rural zoning means they are not easily replicated or compensated under the Public Works Act 1981 process.)
- (c) While the Submitters acknowledge that off-line construction does significantly reduce traffic management required during the proposed works, insufficient information has been provided on the transport modelling in support of Option 3. Acknowledging the defects of the current Ararimu Road Overbridge, the Submitters consider that the Options Assessment should not be predicated on the need to avoid the existing alignment so as to maintain an operational bridge during construction. The Submitters consider that a new Ararimu Road Overbridge can replace the existing bridge in the same location, accommodating the road improvements and a new shared user path within the current designation boundary and reducing the need for the extent of land take proposed in Option 3.
- (d) The Options Assessment favours Options 1 and 3 over Option 2 on the basis that the designs incorporate a grade-separated shared user path which NZTA considers provides safer outcomes for vehicles, pedestrians and cyclists via a roundabout arrangement. The Submitters consider that any safety concerns raised can be adequately addressed via a signalised crossing arrangement. A signalised intersection for a shared user path is consistent with other shared user path arrangements, including that proposed for the Bombay/Mill Road interchange upgrade as part of the Notices of Requirement, and at the existing St Lukes Road westbound offramp and Lincoln Road westbound offramp where traffic movements are considerably higher than at the Ramarama interchange.

Project uncertainty

- (e) A 20-year lapse period is sought for NoR 4. The Submitters acknowledge that notices of requirement can be used as a planning tool for route protection;⁶ however, this purpose must be balanced against the prejudicial effects to directly affected property owners who are required to endure blighting effects on their properties for an indeterminate period.⁷ In this case, NZTA has confirmed that:⁸

Improvements southwards between Drury and the proposed new interchange at Drury South Interchange would be necessitated around 2036, to align with the proposed construction of the Mill Road Extension and Pukekohe Expressway, which both reinforce the roading hierarchy by directing traffic from the local roading network onto SH1; and

Complete improvements between Drury South and Bombay by 2046 to respond to development growth in the Southern Growth Area (South Auckland and North Waikato).

- (f) The Project has adopted a long term 'route protection' approach because the forecast growth the Project is intended to accommodate is not expected to occur for several years. The Future Development Strategy 2023-2053 (FDS) assesses the Project as expected at 2033⁹ to accommodate the 'live zoning' of Drury (expected from 2035+) and Pukekohe (2035+ and 2040+). While the Assessment of Environmental Effects states that there is "uncertainty around the requirement for the Project,"¹⁰ this is unfounded in the context of the need for implementation of infrastructure to be reasonably concurrent with the growth projections set out in the FDS. On that basis, a lapse period of 10 years is considered sufficient.
- (g) The Submitters acknowledge the importance of the successful delivery of roading and active mode transport connections between Papakura and Bombay. However, the Submitters wish to ensure that necessary upgrades to infrastructure in the vicinity of the Affected Properties are progressed in a way that enables affected landowners to plan the development of their land with confidence.

⁶ *Quay Property Management Limited v Transit New Zealand* Environment Court Decision W28/2000, at [123].

⁷ *Beda Family Trust v Transit New Zealand* A139/2004, at [112].

⁸ Assessment of Environmental Effects, section 7.1.

⁹ Future Development Strategy 2023-2053, Appendix 3: Infrastructure to support development capacity, page 13 (Road network projects).

¹⁰ Assessment of Environmental Effects, section 7.1.

Flooding

- (h) The Submitters' expert team has also considered potential flooding effects on the Affected Properties. Option 3 appears to displace a considerable extent of the existing flood plain onto adjacent properties; however the NOR material contains insufficient detail to enable a comprehensive assessment of effects or consideration of alternatives. Further details (with latest climate change modelling requirements) are requested.

Vehicular access

- (i) The Affected Properties located on Ararimu Road will be constrained as a consequence of 'fronting' the designated route. While no formed access is currently available to these Affected Properties, the Notices of Requirement will impose a further constraint on the use of the land in addition to the 'Vehicle Access Restriction' control (motorway interchange) currently affecting NA94B/451 and NA55B/909. While the properties further west are not subject to the control, the land will be affected by the extent of the designation, introducing a future constraint on the opportunity to access the land from Ararimu Road, as shown on figure 1 below.

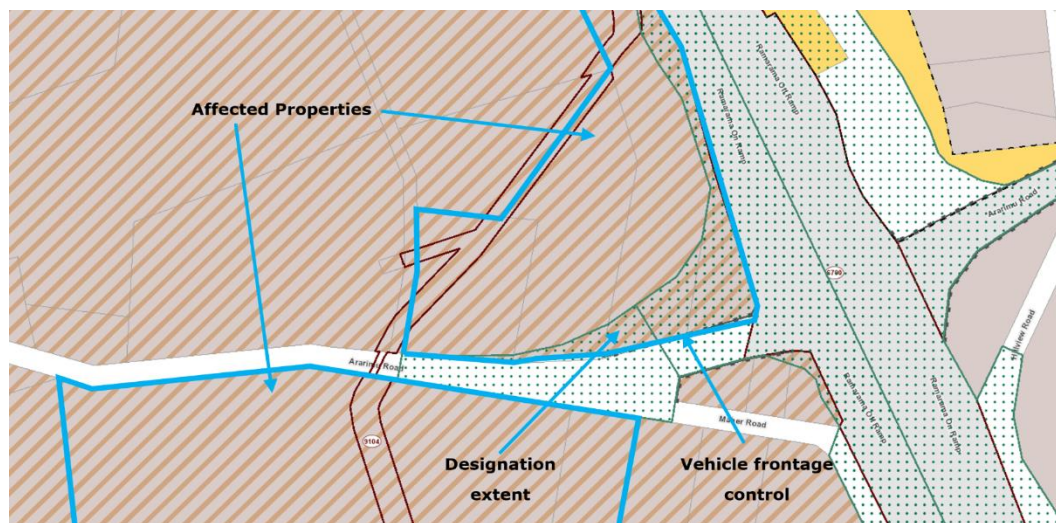


Figure 1: Excerpt from the Auckland Unitary Plan, showing the Affected Properties (outlined in blue) and the extent to which they are affected by the proposed designation boundary (green dots) and the Vehicle Control Frontage (dotted line fronting Ararimu Road).

- (j) In respect of the Affected Properties south of Ararimu Road, the extent of the Notices of Requirement will affect the future ability to access 24 Ararimu Road from the eastern end of its frontage and while the designation remains in place (unless reduced following construction) the lots fronting Maher Road will front the designation rather than a local road. Where the lots front the designation, or have their frontage taken (44 Maher Road), the constraint on access points along Maher Road will impact the development capability of the properties, and/or necessitate a Requiring Authority approval process to obtain access, as shown on figure 2 below.

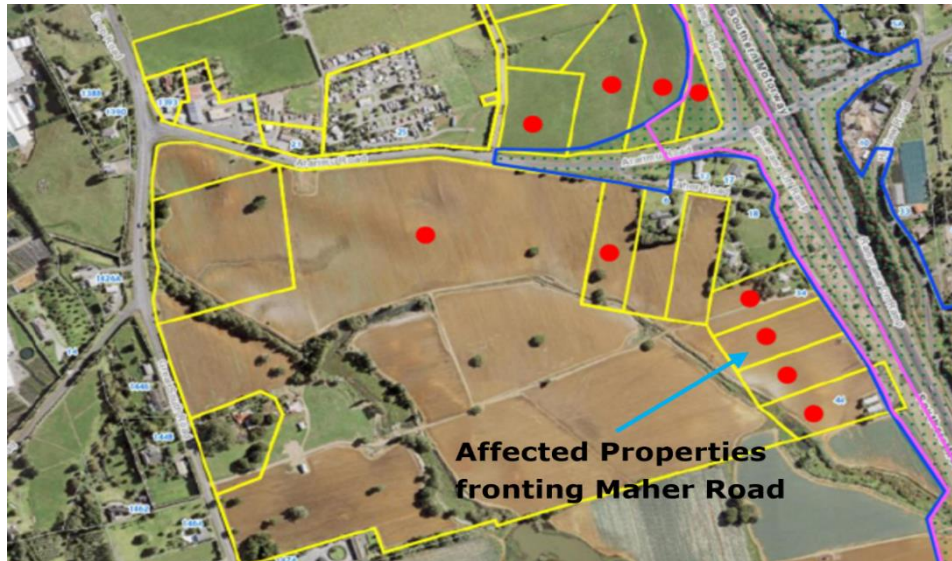


Figure 2: Excerpt from the Auckland Unitary Plan showing the Affected Properties (outlined in yellow) that 'front' onto Maher Road, which will become the shared user path

- (k) In that context, the Submitters are interested in ensuring that appropriate access continues to be maintained to its various landholdings and considers that further assessment and information on this matter is required, including why the whole of Maher Road is designated, and what its function is. While Condition OPW.2 requires that consultation be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the Project, the Submitters request a site-specific condition to address the Affected Properties in the Notices of Requirement to ensure that appropriate access is maintained across the all the landholdings.

Extent of designation boundary

- (l) The rationale for the combined overall width of the Notices of Requirement is not well explained. As it relates to the Affected Properties, the extent of land required is significant, with a swale adjacent to the motorway; a grade separated shared user path; batter slopes; and additional land proposed to be designated for no stated purpose beyond the batter slope. The extent is inconsistent with the typical cross-section which accommodates the shared user path and associated infrastructure, which requires approximately 14.6 metres, as seen in figure 3 below.

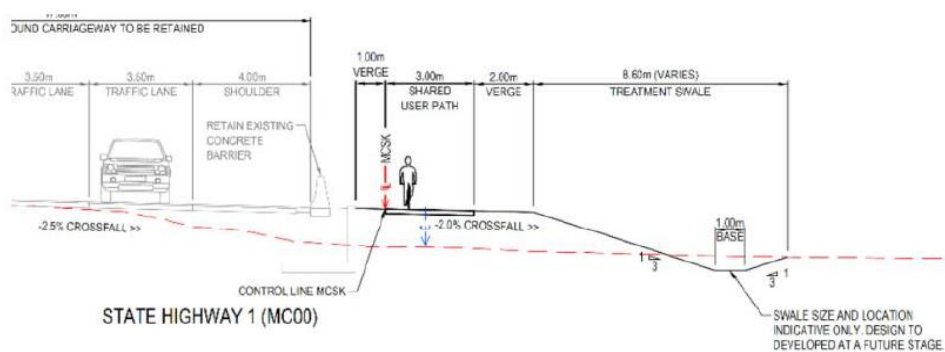


Figure 3: Typical cross section of State Highway 1 with a shared user path on the western side (Stage 2 Design Construction Report, section 3.1.2).

- (m) The Submitters oppose the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically:
 - (i) The approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken.
 - (ii) Permanent batter slopes are proposed rather than retaining walls which would significantly reduce the amount of land required. Insufficient consideration has been given to detailed design at the margins of the proposed designation boundary.
 - (iii) The Submitters seek further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.
- (n) While it is anticipated that some sections will be wider than the average 14m width to manage the level differences at suitable gradients, the extent required of the Affected Properties is significantly beyond the typical 14m cross-section width, i.e. ranging between 35m and 43m for the Affected Properties north of the Drury South Interchange (see figure 4) and 23m to 55m for the Affected Properties north of the Ararimu Road Overbridge (see figure 5). The extent of land required for the shared user path and State Highway 1 infrastructure (including culverts and swales) results in the Affected Properties being of a size and shape that they adversely implicate their use for future development permitted under the Auckland Unitary Plan in the Future Urban and Mixed Rural zones, especially when considering the building setback requirements, being minimum 10m front yard and 12m side/rear yard for buildings which will apply from the new designation boundary, as seen in figures 4 and 5 below.



Figure 4: Excerpt from the Auckland Unitary Plan showing the Affected Properties north of the new Drury South interchange and the extent of land required by the Notices of Requirement.

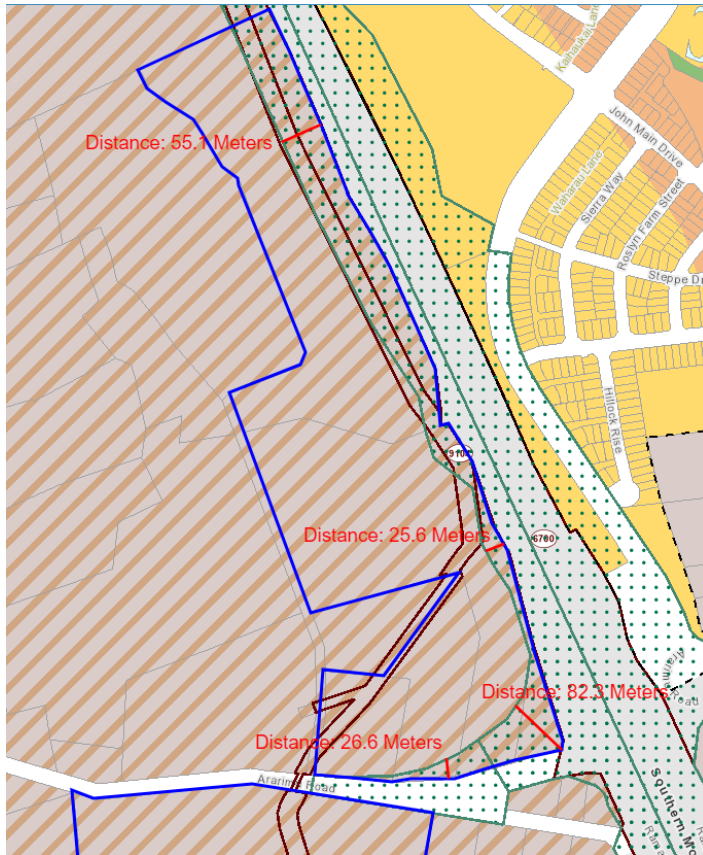


Figure 5: Excerpt from the Auckland Unitary Plan showing the Affected Properties (outlined in blue) adjacent the Ramarama Interchange and the extent of land required by the Notices of Requirement.

- 9 To address the issues raised above, the Submitters propose an alternative design that continues to deliver on the objectives and the outcomes of the Project. Compared to the current Option 3 layout:
- (a) lane layout, configuration, and lengths are mostly retained, with the roundabout being moved slightly to the south;
 - (b) a perpendicular new Ararimu Road Overbridge is proposed, parallel to the existing Ararimu Road bridge (which is a more typical alignment);
 - (c) the northbound runway motorway on-ramp has been amended to more closely reflect the design of the existing southbound motorway on-ramp (closer to the motorway and therefore requiring less land); and
 - (d) the shared user path is located closer to the motorway boundary.
- 10 The alternative design:
- (a) will provide similar traffic performance to Options 1 and 3 due to the similar layout; i.e. comprising a roundabout on both the eastern and western sides of the motorway;
 - (b) provides an opportunity to provide a grade-separated shared user path; and
 - (c) reduces the extent of land acquisition in respect of the Affected Properties while retaining the residential dwelling and community hall located south of the Ararimu Road Overbridge.
- 11 A copy of the alternative design is attached as **Appendix B**. The Submitters would be grateful for the opportunity to discuss the alternative design with the Requiring Authority.

Relief sought

- 12 The Submitters consider it premature to apply a designation to the Affected Properties, particularly with the lapse date requested and at the width sought, when the timeframe for detailed design, funding, landowner engagement and Public Works Act 1981 acquisition processes, and ultimate commencement of the Project, is uncertain. Accordingly, the Submitters seek the following recommendation from the Panel:
- (a) reject the Notices of Requirement; or
 - (b) alternatively amend the Notices of Requirement to give effect to the concerns raised in this submission.

- 13 The Submitters wish to be heard in support of this submission.

DATED this 11th day of July 2024

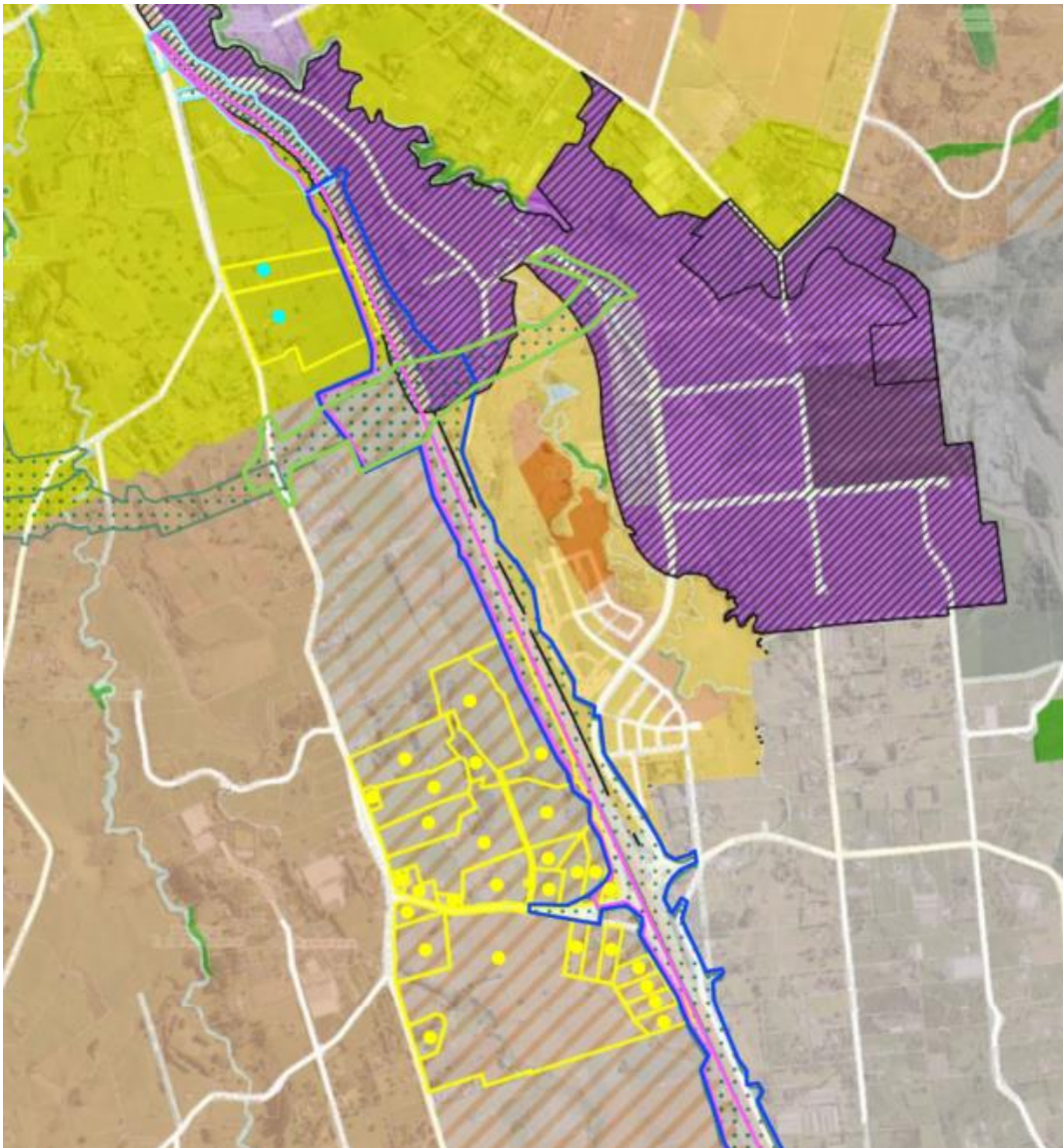


Francelle Lupis, counsel for New Zealand Storage Holdings Limited
and New Zealand Agrihub Limited.

Address for Service:

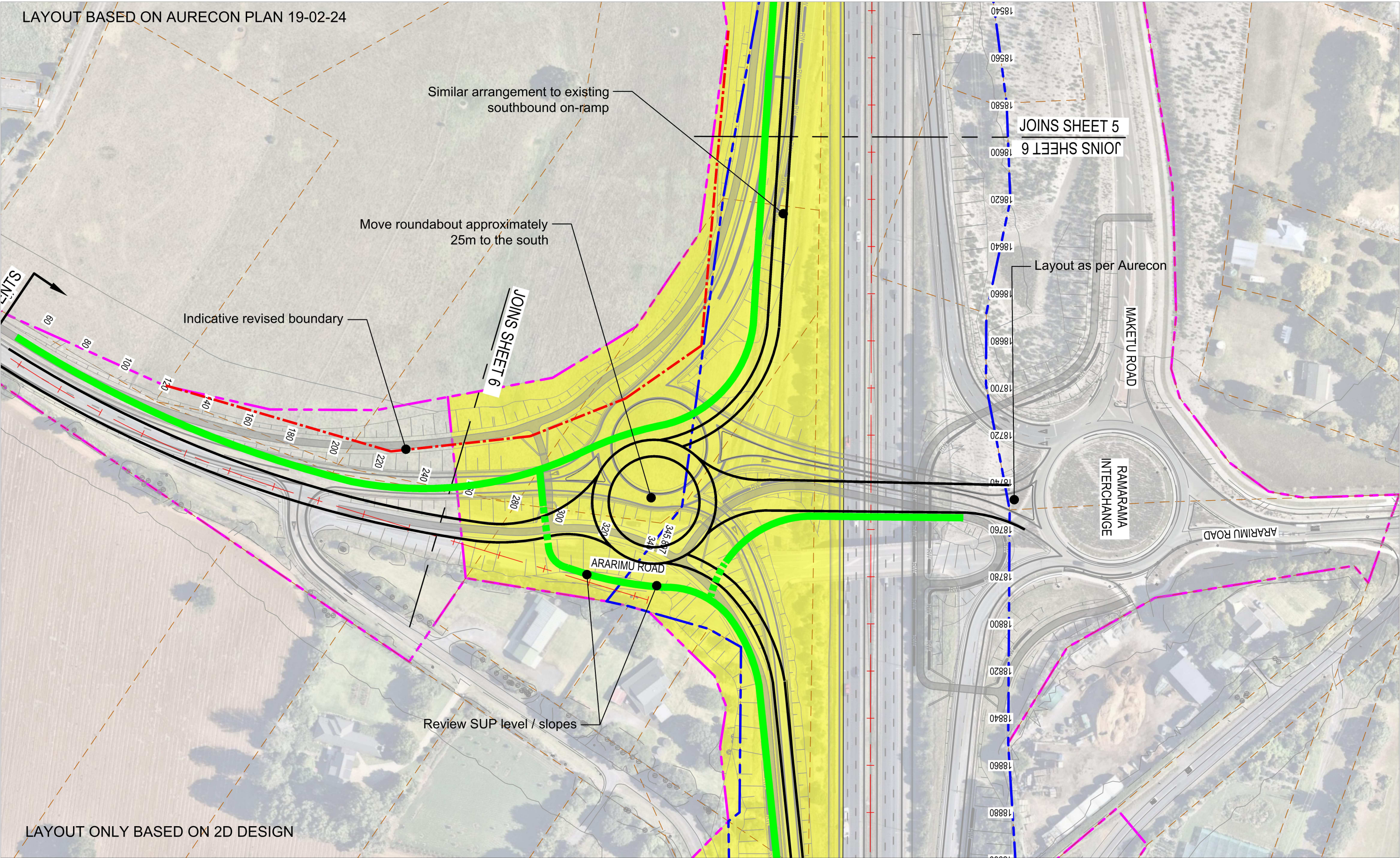
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Appendix A



Excerpt from the Auckland Unitary Plan showing all of the Affected Properties (outlined in yellow) and the extent to which they are affected by the Notices of Requirement. NoR 2 is shown in pink and NoR 4 is shown in blue.

Appendix B



Revision notes:		
Rev:	Date:	Notes:

Drawn by:	LH J001583
Client:	NZ Storage Holdings Ltd & Agrihub Ltd

Project:	P2B NoR submission
Drawing Title:	Alternative Interchange Arrangement

Date:	9 July 2024
Scale @ A3:	1:1500
Revision:	A



Figure:	1
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**SUBMISSION ON NOTICE OF REQUIREMENT: PAPAKURA TO BOMBAY (P2B) PROJECT
STAGE 2**

To: New Zealand Transport Agency Waka Kotahi

Name of submitter: Sain Family Trust

Introduction

- 1 This is a submission on two of five notices of requirement from the New Zealand Transport Agency Waka Kotahi (NZTA) related to Stage 2 of the Papakura to Bombay Project to provide upgrades to Stage Highway 1 between Drury South and Bombay (*Project*).
- 2 Notice of requirement 2 proposes to alter State Highway 1 Designation 6700 'Motorway' to authorise improvements to an area between a point south of Quarry Road overbridge and the State Highway 1 Great South Road overbridge at Bombay, including additional carriageway lanes for State Highway 1 and the associated infrastructure (including swales, culverts and wetlands) (*NoR 2*). Notice of requirement 4 is a new designation sought by NZTA for a new shared user path to be constructed in the area 200m north of Quarry Road to the existing Bombay/Mill Road interchange (*NoR 4*) (together, *the Notices of Requirement*).
- 3 This submission is filed on behalf of Sain Family Trust (*the Submitter*), being the owner of the property at 1329 Great South Road (*the Affected Property*), which is directly affected by the proposed land take associated with the extent of the proposed boundary of the Notices of Requirement, as identified in **Appendix A**.
- 4 Sain Family Trust is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Submission

- 5 The Submitter acknowledges the importance of the Project to alleviate congestion on State Highway 1, particularly between Papakura and Bombay at peak times. However, the Submitter generally opposes the Notices of Requirement in their current form as they do not adequately address the effects on the Affected Property and they unnecessarily constrain the ability to undertake activities on the land as enabled under the Auckland Unitary Plan. In general, the Submitter oppose the Notices of Requirement because they would not:
 - (a) promote the sustainable management of physical resources, including enabling people and communities to provide for their health and safety, and their social, economic and cultural well-being;
 - (b) promote the efficient use and development of physical resources;
 - (c) ensure consistency with good resource management practice; and

(d) adequately manage adverse effects on the environment.

- 6 Without limiting the generality of the above, the specific reasons for the Submitter's opposition include (but are not limited to):

Extent of designation boundary

- (a) The rationale for the combined overall width of the Notices of Requirement is not well explained. As it relates to the Affected Property, the extent of land required is significant, with a swale adjacent to the motorway; a grade separated shared user path; batter slopes; and additional land proposed to be designated for no stated purpose beyond the batter slope. The extent is inconsistent with the typical cross-section which accommodates the shared user path and associated infrastructure, which requires approximately 14.6 metres, as seen in figure 1 below.

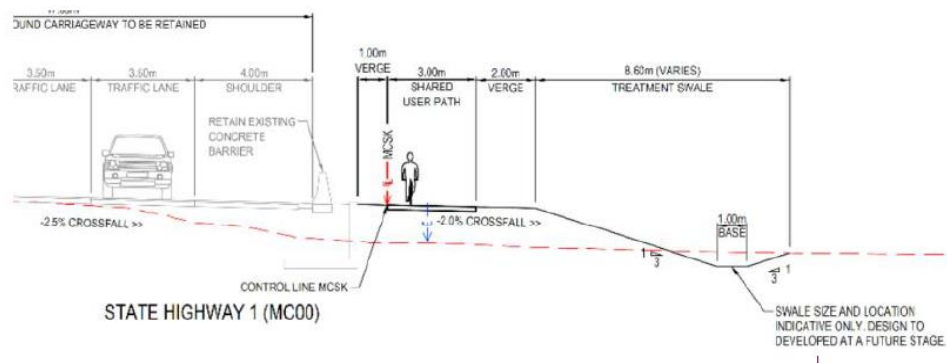


Figure 1: Typical cross section of State Highway 1 with a shared user path on the western side (Stage 2 Design Construction Report, section 3.1.2).

- (b) The Submitter opposes the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically:
- (i) The approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken.
 - (ii) Permanent batter slopes are proposed rather than retaining walls which would significantly reduce the amount of land required. Insufficient consideration has been given to detailed design at the margins of the proposed designation boundary.
 - (iii) The Submitter seeks further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.

- 7 While it is anticipated that some sections will be wider than the average 14m width to manage the level differences at suitable gradients, the extent of land required of the Affected Property is significantly beyond the typical 14m cross-section width, i.e. ranging between 46m and 52m (see figure 2). The outcome does not require the full extent of land identified on the Property.
- 8 The extent of land required for the shared user path and State Highway 1 infrastructure (such as the swales) results in the Affected Property being of a size and shape that adversely implicates its ability for uses that are permitted by the Auckland Unitary Plan in the Mixed Rural Zone, as seen in figure 2 below.

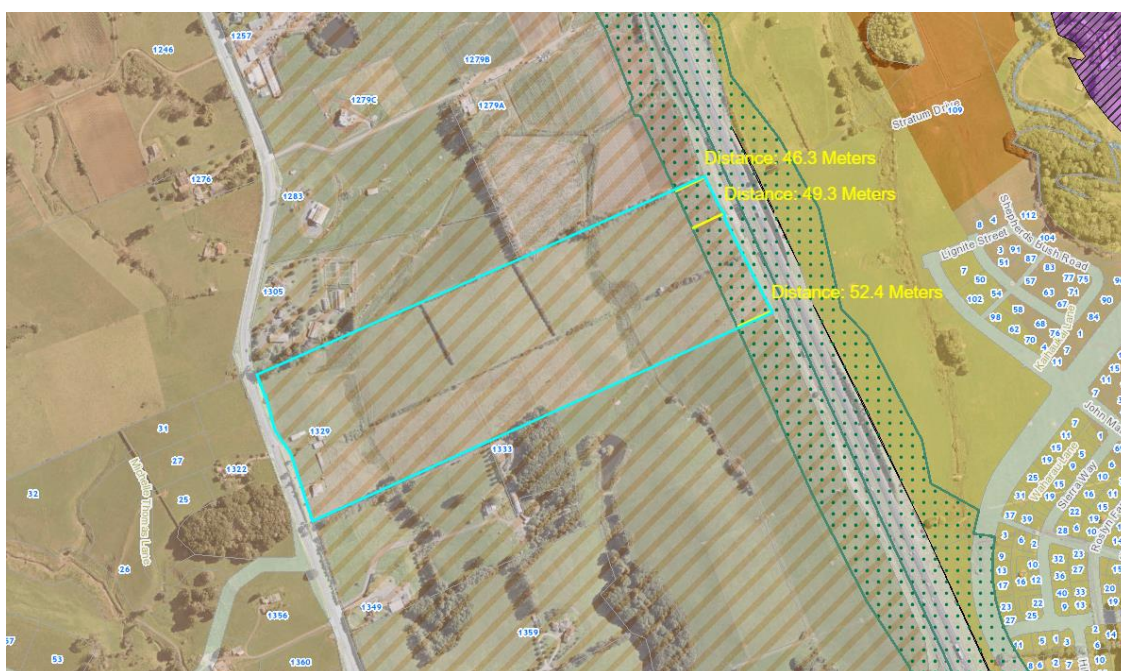


Figure 2: Excerpt from the Auckland Unitary Plan showing the Affected Property and the extent of land required by the Notices of Requirement.

Project uncertainty

- (a) A 20-year lapse period is sought for NoR 4. The Submitter acknowledges that notices of requirement can be used as a planning tool for route protection;¹ however, this purpose must be balanced against the prejudicial effects to directly affected property owners who are required to endure blighting effects on their properties for an indeterminate period.² In this case, NZTA has confirmed that:³

Improvements southwards between Drury and the proposed new interchange at Drury South Interchange would be necessitated around

¹ *Quay Property Management Limited v Transit New Zealand* Environment Court Decision W28/2000, at [123].

² *Beda Family Trust v Transit New Zealand* A139/2004, at [112].

³ Assessment of Environmental Effects, section 7.1.

2036, to align with the proposed construction of the Mill Road Extension and Pukekohe Expressway, which both reinforce the roading hierarchy by directing traffic from the local roading network onto SH1; and

Complete improvements between Drury South and Bombay by 2046 to respond to development growth in the Southern Growth Area (South Auckland and North Waikato).

- (b) The Project has adopted a long term 'route protection' approach because the forecast growth the Project is intended to accommodate is not expected to occur for several years. The Future Development Strategy 2023-2053 (*FDS*) assesses the Project as expected at 2033⁴ to accommodate the 'live zoning' of Drury (expected from 2035+) and Pukekohe (2035+ and 2040+). While the Assessment of Environmental Effects states that there is "uncertainty around the requirement for the Project,"⁵ this is unfounded in the context of the need for implementation of infrastructure to be reasonably concurrent with the growth projections set out in the FDS. On that basis, a lapse period of 10 years is considered sufficient.
- (c) The Submitter acknowledges the importance of the successful delivery of roading and active mode transport connections between Papakura and Bombay. However, the Submitter wishes to ensure that necessary upgrades to infrastructure in the vicinity of the Affected Property are progressed in a way that enables affected landowners to plan and utilise their land with confidence.

Relief sought

- 9 The Submitter considers it is premature to apply a designation to the Affected Properties, particularly with the lapse date requested and at the width sought, when the timeframe for detailed design, funding, landowner engagement and Public Works Act 1981 acquisition processes, and ultimate commencement of the Project, is uncertain. Accordingly, the Submitter seeks the following recommendation from the Panel:

- (a) reject the Notices of Requirement; or
- (b) alternatively amend the Notices of Requirement to give effect to the concerns raised in this submission.

⁴ Future Development Strategy 2023-2053, Appendix 3: Infrastructure to support development capacity, page 13 (Road network projects).

⁵ Assessment of Environmental Effects, section 7.1.

- 10 The Submitter wishes to be heard in support of this submission.

DATED this 15th day of July 2024

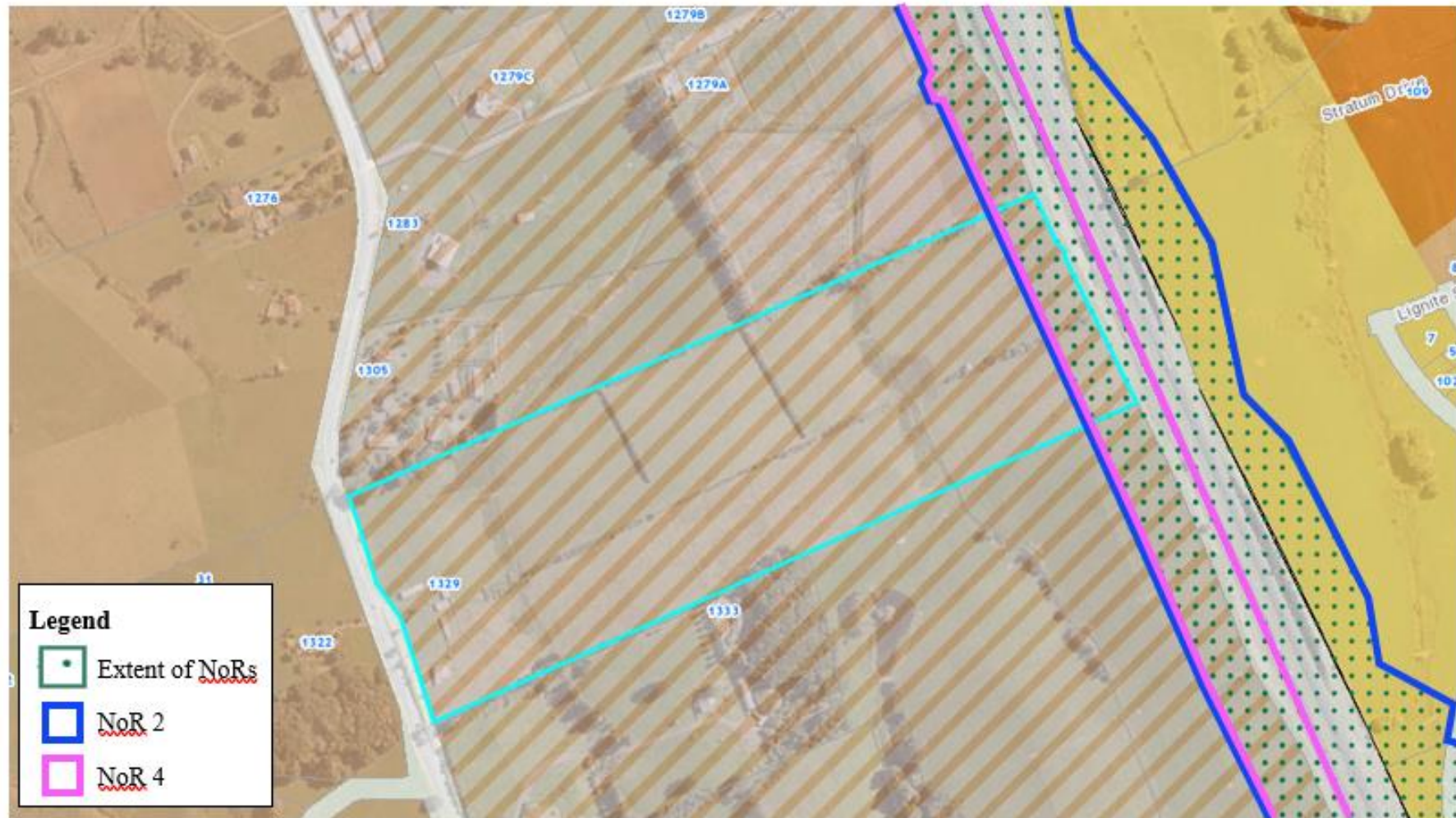


Francelle Lupis, counsel for Sain Family Trust.

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Auckland 1010
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Appendix A



Excerpt from the Auckland Unitary Plan Showing the Affected Property and the extent to which it is affected by the Notices of Requirement. NoR 2 is shown in blue and NoR 4 is shown in pink.

**SUBMISSION ON NOTICE OF REQUIREMENT: PAPAKURA TO BOMBAY (P2B) PROJECT
STAGE 2**

To: New Zealand Transport Agency Waka Kotahi

Name of submitter: Puiz Trust

Introduction

- 1 This is a submission on three of five notices of requirement from the New Zealand Transport Agency Waka Kotahi (NZTA) related to Stage 2 of the Papakura to Bombay Project to provide upgrades to Stage Highway 1 between Drury South and Bombay (*Project*).
- 2 Notices of requirement 1 and 2 propose alterations to the extent of State Highway 1 Designations 6706 and 6700 'Motorway' respectively. Notice of requirement 1 seeks to authorise improvements to an area between a point north of Quarry Road overbridge and a point north of the proposed Drury South Interchange (*NoR 1*), while Notice of requirement 2 seeks to authorise improvements to an area between a point south of Quarry Road overbridge and the State Highway 1 Great South Road overbridge at Bombay (*NoR 2*). These improvements include additional carriageway lanes for State Highway 1 and associated infrastructure (including swales, culverts and wetlands). Notice of requirement 4 is a new designation sought by NZTA for a new shared user path to be constructed in the area 200m north of Quarry Road to the existing Bombay/Mill Road interchange (*NoR 4*) (together, *the Notices of Requirement*).
- 3 This submission is filed on behalf of Puiz Trust (*the Submitter*), being the owner of the property at 1159 Great South Road (*the Affected Property*), which is directly affected by the proposed land take associated with the extent of the proposed boundary of the Notices of Requirement, as identified in **Appendix A**.
- 4 Puiz Trust is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Submission

- 5 The Submitter acknowledges the importance of the Project to alleviate congestion on State Highway 1, particularly between Papakura and Bombay at peak times. However, the Submitter generally opposes the Notices of Requirement in their current form as they do not adequately address the effects on the Affected Property and they unnecessarily constrain the ability to undertake activities on the land as enabled under the Auckland Unitary Plan. In general, the Submitter opposes the Notices of Requirement because they would not:

- (a) promote the sustainable management of physical resources, including enabling people and communities to provide for their health and safety, and their social, economic and cultural well-being;
 - (b) promote the efficient use and development of physical resources;
 - (c) ensure consistency with good resource management practice; and
 - (d) adequately manage adverse effects on the environment.
- 6 Without limiting the generality of the above, the specific reasons for the Submitter's opposition include (but are not limited to):

Extent of designation boundary

- (a) The rationale for the combined overall width of the Notices of Requirement is not well explained. As it relates to the Affected Property, the extent of land required is significant, with a swale adjacent to the motorway; a culvert (with headwall and scour protection); a grade separated shared user path; batter slopes; and additional land proposed to be designated for no stated purpose beyond the batter slope. The extent is inconsistent with the typical cross-section which accommodates the shared user path and associated infrastructure, which requires approximately 14.6 metres, as seen in figure 1 below.

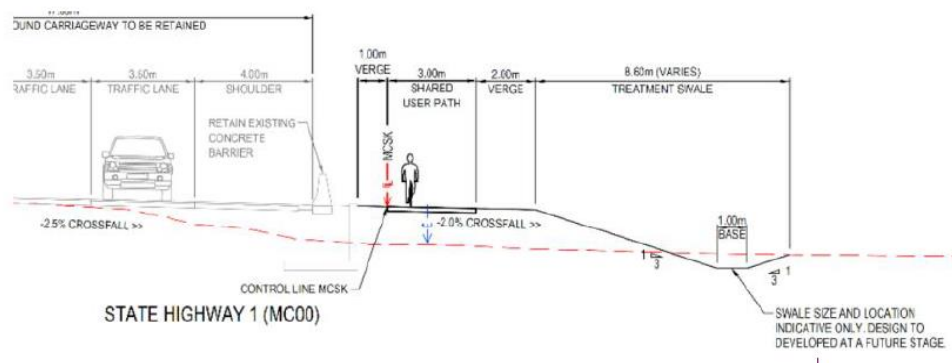


Figure 1: Typical cross section of State Highway 1 with a shared user path on the western side (Stage 2 Design Construction Report, section 3.1.2).

- (b) The Submitter opposes the extent of land proposed to accommodate additional ancillary infrastructure or unspecified uses. Specifically:
 - (i) The approach to provide for stormwater swales (as the primary method of stormwater treatment) extensively to the west of State Highway 1 together with the proposed location of the shared user path, exacerbates the width of the land proposed to be taken.

- (ii) Permanent batter slopes are proposed rather than retaining walls which would significantly reduce the amount of land required. Insufficient consideration has been given to detailed design at the margins of the proposed designation boundary.
- (iii) The Submitter seeks further information on an alternate system or alignment, as well as concentrating the 'treatment' of stormwater in a combined location such as wetlands or stormwater basins, as opposed to the linear approach of the proposed swales.
- (iv) A replacement culvert headwall and associated scour protection are proposed within the Affected Property. However, the NOR material contains insufficient information to enable a comprehensive review in relation to the size and optimal location of these structures, which noticeably exacerbates the extent of land proposed to be taken.

- 7 While it is anticipated that some sections will be wider than the average 14m width to manage the level differences at suitable gradients, the extent of land required of the Affected Property is significantly beyond the typical 14m cross-section width, i.e. ranging between 33m and 46m (see figure 2). The outcome does not require the full extent of land identified on the Affected Property.
- 8 The extent of land required for the shared user path and State Highway 1 infrastructure (including culverts and swales) results in the Affected Property being of a size and shape that adversely implicates its ability for uses that are permitted by the Auckland Unitary Plan in the Future Urban Zone, as seen in figure 2 below.



Figure 2: Excerpt from the Auckland Unitary Plan showing the Affected Property and the extent of land required by the Notices of Requirement.

Project uncertainty

- (a) A 20-year lapse period is sought for NoR 4. The Submitter acknowledges that notices of requirement can be used as a planning tool for route protection;¹ however, this purpose must be balanced against the prejudicial effects to directly affected property owners who are required to endure blighting effects on their properties for an indeterminate period.² In this case, NZTA has confirmed that:³

Improvements southwards between Drury and the proposed new interchange at Drury South Interchange would be necessitated around 2036, to align with the proposed construction of the Mill Road Extension and Pukekohe Expressway, which both reinforce the roading hierarchy by directing traffic from the local roading network onto SH1; and

Complete improvements between Drury South and Bombay by 2046 to respond to development growth in the Southern Growth Area (South Auckland and North Waikato).

- (b) The Project has adopted a long term 'route protection' approach because the forecast growth the Project is intended to accommodate is not expected to occur for several years. The Future Development Strategy 2023-2053 (FDS) assesses the Project as expected at 2033⁴ to accommodate the 'live zoning' of Drury (expected from 2035+) and Pukekohe (2035+ and 2040+). While the Assessment of Environmental Effects states that there is "uncertainty around the requirement for the Project,"⁵ this is unfounded in the context of the need for implementation of infrastructure to be reasonably concurrent with the growth projections set out in the FDS. On that basis, a lapse period of 10 years is considered sufficient.
- (c) The Submitter acknowledges the importance of the successful delivery of roading and active mode transport connections between Papakura and Bombay. However, the Submitter wishes to ensure that necessary upgrades to infrastructure in the vicinity of the Affected Property are progressed in a way that enables affected landowners to plan and utilise their land with confidence.

Relief sought

- 9 The Submitter considers it is premature to apply a designation to the Affected Properties, particularly with the lapse date requested and at the width sought, when the timeframe for

¹ *Quay Property Management Limited v Transit New Zealand* Environment Court Decision W28/2000, at [123].

² *Beda Family Trust v Transit New Zealand* A139/2004, at [112].

³ Assessment of Environmental Effects, section 7.1.

⁴ Future Development Strategy 2023-2053, Appendix 3: Infrastructure to support development capacity, page 13 (Road network projects).

⁵ Assessment of Environmental Effects, section 7.1.

detailed design, funding, landowner engagement and Public Works Act 1981 acquisition processes, and ultimate commencement of the Project, is uncertain. Accordingly, the Submitter seeks the following recommendation from the Panel:

- (a) reject the Notices of Requirement; or
- (b) alternatively amend the Notices of Requirement to give effect to the concerns raised in this submission.

10 The Submitter wish to be heard in support of this submission.

DATED this 15th day of July 2024



Francelle Lupis, counsel for Puiz Trust.

Address for Service:

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Greenwood Roche
Level 6, Hayman Kronfeld Building
15 Galway Street
Auckland 1010
Francelle@greenwoodroche.com
Ph 306 0495

Appendix A



Excerpt from the Auckland Unitary Plan showing the Affected Property and the extent to which it is affected by the Notices of Requirement. NoR 1 is shown in light blue, NoR 2 is shown in pink and NoR 4 is shown in dark blue.



20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 **Website** www.AT.govt.nz

15 July 2024

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Notice of Requirement – Papakura to Bombay Project Stage 2

Please find attached Auckland Transport's submission on **Papakura to Bombay Stage 2**. This submission relates to all Notices of Requirement (1-5). The Requiring Authority is the New Zealand Transport Agency

If you have any queries in relation to this submission, please contact me at spatialplanning@at.govt.nz or on +6499305001 EXT 2438.

Yours sincerely

Robbie Lee

Robbie Lee
Planner, Spatial Planning Policy Advice

cc:
Evan Keating
by evan.keating@nzta.govt.nz



Submission by Auckland Transport on Notice of Requirement: Papakura to Bombay Project Stage 2 (1 – 5)

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Notice of Requirement by New Zealand Transport Agency for a new designation – Papakura to Bombay Project Stage 2 (1 – 5)

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 New Zealand Transport Agency (**the Requiring Authority**) have given Notice of Requirement (NOR) for five new designations as part of Papakura to Bombay Project Stage 2. The NORs aim to improve the safety and resilience of the SH1 network between Papakura and Bombay.
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ In fulfilling this role, Auckland Transport is responsible for the following:
 - a. The planning and funding of most public transport, including bus, train and ferry services
 - b. Promoting alternative modes of transport (i.e., alternatives to the private motor vehicle)
 - c. Operating the roading network
 - d. Developing and enhancing the local road, public transport, walking and cycling networks.
- 1.3 Auckland Transport acknowledges that State Highway upgrades are required to address the regional and inter-regional demands associated with Auckland's growth and, in this case, supports in principle the proposed project. Auckland Transport has provided advice and recommendations to ensure that relevant adverse transport effects from this proposal have been adequately avoided, remedied, or mitigated.
- 1.4 The NOR and applications for resource consents have been publicly notified together to provide for the construction, operation, and maintenance of the state highway. This submission relates only to the NOR.

2. Specific parts of the Notice of Requirement that this submission relates to:

- 2.1 The specific parts of the NOR that this submission relates to are set out in Attachment 1. In keeping with Auckland Transport's purpose, the matters raised relate to transport or transport assets.

- 2.2 Auckland Transport **support** the Notice of Requirement subject to the matters raised in **Attachment 1** being appropriately addressed by the Requiring Authority.
- 2.3 Should any transport related matters evolve throughout the Notice of Requirement process, including amendments to transport related conditions, Auckland Transport requests to be notified of such amendments. Auckland Transport will assess the amendments to ensure that any potential adverse transport effects have been appropriately considered.
- 2.4 Auckland Transport is available and willing to work through the matters raised in this submission with New Zealand Transport Agency and appreciates the recent positive engagement prior to this submission being lodged.
- 3. Recommendation sought:**
- 3.1 The recommendations which Auckland Transport seeks from the Council are set out in **Attachment 1**.
- 3.2 In all cases where amendments to the Notice of Requirement are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the recommendations sought.
- 4. Appearance at the hearing:**
- 4.1 Auckland Transport wishes to be heard in support of this submission
- 4.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Rory Power
Spatial Planning Manager

Date: 15 July 2024

Contact person: Robbie Lee
Planner - Spatial Planning Policy Advice

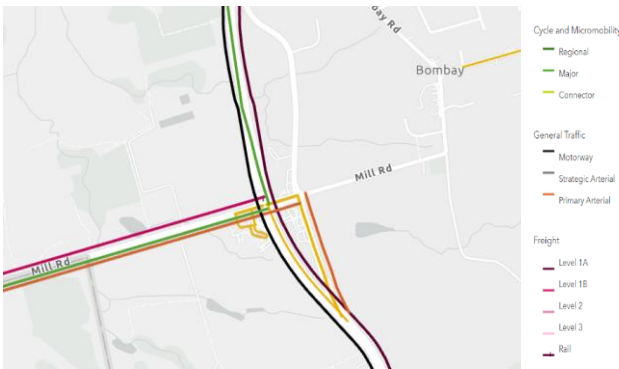
Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 021 204 9623

Email: Robbie.lee@at.govt.nz

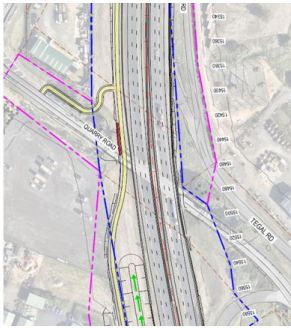
Attachment 1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Matters applicable across all five Notices of Requirement			
Overall	Support	<p>Auckland Transport supports the Papakura to Bombay (Stage 2) Project and the transport benefits it will provide, including the objectives to:</p> <ul style="list-style-type: none"> - Increase transport choice and accessibility to support growth in the south of Auckland - Support the inter and intra-regional movement of people and freight <p>The key considerations for Auckland Transport regarding the Papakura to Bombay (Stage 2) Project are set out below in this submission.</p>	Confirm the NOR and proposed conditions subject to the amendments below. Alternative conditions or any other appropriate relief to address the matters raised in this submission is supported.
Local road network (operational integration)	Support in part	Auckland Transport seeks to ensure that the designation will in the future enable suitable and safe transitions between State Highway connections with local roads. This may include supporting local road upgrades where required to provide safe and integrated network connections.	<p>Amend conditions to include the following or similar in the relevant NoRs:</p> <p>PC.XX</p> <p><i>The NZTA shall prepare in collaboration with Auckland Transport a Network Integration Plan (NIP) for the Stage 2 Project Area, or relevant Project phases, to demonstrate how the Project integrates with the existing local road network and with future improvements planned by Auckland Transport. The NIP shall include details of proposed physical works at the interface between the State Highway and the local road network and shall address planning and design matters such as pedestrian/cycle way connections, lane configuration, traffic signal co-ordination, signage and provision for buses. This includes:</i></p> <ul style="list-style-type: none"> <i>x. Active mode connections at Quarry Road</i> <i>x. Transport connections at the proposed new Drury South interchange with the local road network and Drury South Precinct</i> <i>x. Transport connections at the upgraded Ramarama Interchange</i>

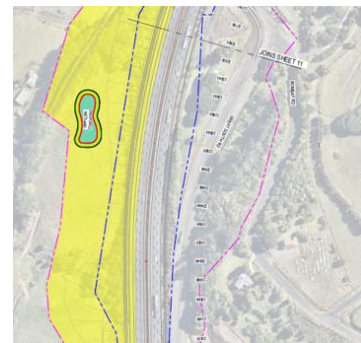
Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<i>x – Transport connections at the Bombay Interchange and Mill Road Bridge</i>
Local road network (construction impacts)	Support	Auckland Transport will need to understand how the local roads within the proposed designation boundary will be affected in terms of potential construction effects and impacts on access to existing properties.	Support pre-construction condition requiring NZTA to consult with Auckland Transport on the temporary effects of the works on the local road network. Support Construction Traffic Management Plan condition regarding maintenance of access to private properties and/or private roads.
Designation Review: Proposed condition GC.3	Support in part	<p>It is important to understand where Auckland Transport will be required to manage and maintain roading assets. It is appropriate and good practice to review and reduce the extent of the designation following completion of construction.</p> <p>However, there is a need for the NOR to consider where there are potential conflicts that will need to be addressed between the freight network and proposed active mode facilities. Mill Road (Bombay) and Pukekohe East Road provide an important freight route and strategic connection in and out of Pukekohe (shown below).</p> 	<p>Amend proposed condition GC3 to include the following:</p> <p>A. <i>As soon as practicable following Completion of Construction the Requiring Authority shall:</i></p> <ol style="list-style-type: none"> I. <i>review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and</i> II. <i>give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</i> <p><u>ADVICE NOTE:</u></p> <p><u>Part of the Papakura to Bombay (Stage 2) NORs will be subject to the review and removal of the designation. Where the section of the designation to be removed will correspond to the area to be vested with Auckland Council as local road with the ultimate form of the local road connections (including future connections) to be determined, NZTA will address integration of the designation and vested local road through pre-outline plan</u></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>As the timing of upgrades for P2B Stage 2 and Supporting Growth Pukekohe: Mill Road and Pukekohe East Road Upgrade (NOR 8) are not certain it is important that consideration is given to how these proposals will integrate to ensure that all strategic modes are adequately accommodated.</p> <p>NZTA should work with Auckland Transport to identify where there are potential points of conflict or need for integration between local roads and the NOR, including how future works will need to provide for any strategic connections.</p>	<u><i>lodgement consultation with Auckland Transport and the application of any relevant approvals.</i></u>
Notice of Requirement 1: SH1 Designation 6706 conditions alteration to SH1 Motorway			
Local road network (operational integration)		It is not clear how the NZTA Shared Use Path will connect with the Great South Road/Quarry Road intersection or how it will join the Quarry Road westbound lane. It is important for the shared use path to integrate with the Drury South Precinct to the West and surrounding local roads. Auckland Transport believe that this could be adequately considered and addressed through a NIP condition.	Support including a condition for NZTA to prepare in collaboration with Auckland Transport a NIP for the Stage 2 Project Area
Network Utility Operators (Section 176 Approval)	Oppose	Auckland Transport, as a Network Utility Operator, seeks certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation. NOR 1 includes designating the following local roads where Auckland Transport will need the ability to provide routine works before construction starts: Tegal Road, Great South Road and Quarry Road. This would be consistent with proposed condition GC.5 for NORs 2-5.	<p>Amend NOR 1 to include the following or similar:</p> <p><i>a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</i></p> <p><i>(i) operation, maintenance and urgent repair works;</i> <i>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</i> <i>(iii) minor works such as new service connections; and</i> <i>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<i>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</i>
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	<p>The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.</p> <p>.</p>	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i><u>Prior to the lodgement of any outline plan of works, and in relation to the Drury Access Ramp, vesting of roads to Auckland Council for activities on the following roads:</u></i></p> <p><i><u>x. Tegal Road</u></i></p> <p><i>Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><i><u>ADVICE NOTE:</u></i></p> <p><i><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></i></p> <p>Otherwise retain</p>
Retaining wall		The proposed shared path adjacent to Quarry Rd requires a retaining wall structure (shown in red below).	Confirm whether this retaining structure will be maintained by NZTA. It is noted that the proposed structure will be contained within existing designation boundary.

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			
Notice of Requirement 2: Alteration to SH1 Designation 6700 – ‘Motorway’			
Network Utility Operators (Section 176 Approval): Proposed condition GC.5	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <ul style="list-style-type: none"> a) Maketu Road; b) Ararimu Road; c) Maher Road; d) Hillview Road; and, e) <u>Harrison Road</u>; <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Notice of Requirement 3: Alteration to SH1 Designation 6701 – ‘Motorway’			
Network Utility Operators (Section 176 Approval): Proposed condition GC.5	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. However, Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <p>a) Bombay Road; b) Great South Road; and, c) Mill Road</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Access arrangements	Support in part	Auckland Transport seek to understand how access will be provided to the proposed wetland within NOR 3 to determine what arrangement will need to be agreed upon.	<p>Provide clarification as to how access will be provided to the proposed wetland (shown below). Confirm whether maintenance access will be via the private access at 1832 Great South Road and whether this will be included within the proposed permanent designation boundary or if maintenance access will be enabled through an easement arrangement.</p> 
Notice of Requirement 4: Construction, maintenance and operation of a Shared User Path, and associated infrastructure			
Network Utility Operators (Section 176 Approval):	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and	Amend Proposed condition PC.5 to include the following or similar:

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
conditions PC.3, PC.4 & PC.5		engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <p>a) Quarry Road; b) Great South Road; c) Maher Road; d) Ararimu Road (Ramarama interchange); and, e) Mill Road (Bombay Interchange).</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Notice of Requirement 5: Construction, maintenance and operation of the Drury South Interchange Connections, and associated infrastructure			
Network Utility Operators (Section 176 Approval):	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.</p>	<p>a) Great South Road; b) Quarry Road, c) Maketu Road, and, d) Harrison Road</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>

**SUBMISSION ON NOTICE OF REQUIREMENT FOR A DESIGNATION THAT IS SUBJECT TO
PUBLIC NOTIFICATION UNDER SECTION 168 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council (**Council**)

Name: Counties Energy Limited (**CEL**)

Submission on: Notice of requirement from New Zealand Transport Agency Waka Kotahi (**NZTA**): Papakura to Bombay (P2B) Project Stage 2: Shared User Path (NoR 4) (**NoR 4**)

Introduction

1. Counties Energy Limited (**CEL**) is a Network Utility Operator and Requiring Authority in accordance with sections 166 and 167 of the Resource Management Act 1991 (**RMA**), an Electricity Operator under the Electricity Act 1992, a Network Operator under the Telecommunications Act 2001, and a Lifeline Utility under Part B, Schedule 1 of the Civil Defence Emergency Management Act 2002. CEL owns and operates the electricity distribution network that provides critical infrastructure services to over 49,000 homes, farms, and businesses between southern Papakura and Mercer and west of the Waikato River from Mercer to Waikaretu. A secure electricity distribution network is fundamental to the efficient and effective functioning of New Zealand communities.
2. Under NoR 4, NZTA is seeking to designate land which contains a limited number of electricity distribution assets networks owned by CEL.
3. As the area develops, CEL will need to install further assets to meet the needs of current and future customers. It is important that the designation does not inhibit or significantly slow down the ability for CEL to install its electricity assets to meet the needs of its customers by imposing an additional approval process under s176 of the RMA.
4. CEL acknowledges that consultation is ongoing between NZTA and CEL regarding the works that will be involved in delivering the widened motorway and new Drury interchange, and how best to mitigate the impact of those works on existing assets. CEL has not been provided with a design of sufficient detail to assess the impact on the CEL network, and it is understood that this detail will not be prepared until a future stage which may be several decades away.
5. On this basis, CEL **opposes** the designation. If and when the work proceeds into detailed design, detailed design discussions between the NZTA and CEL will be critical to avoid detrimental impacts on the CEL assets, access to those assets and the efficient and secure supply of electricity to the affected customer base.

Existing and planned electricity networks

6. CEL owns and operates a limited number of electricity distribution assets within the area proposed to be designated.

7. Further assets are likely to be installed prior to the start of construction of the works proposed by NoR 4 to provide for the increasing demand for electricity within the wider area.

Scope of submission

8. This submission opposes NoR 4 in its entirety but particularly those parts of NoR 4 which affect CEL's existing and planned electricity networks.

Reasons for submission

9. NoR 4 is opposed because:
- (a) It does not promote the efficient use and development of resources (including existing and proposed infrastructure);
 - (b) It is inconsistent with B3 and certain Objectives and Policies of E26 of the Auckland Unitary Plan as the potential effects on existing and planned infrastructure have not been assessed or determined; and
 - (c) It may not avoid, remedy or mitigate actual and potential adverse effects on the environment.
10. Without limiting the generality of the above reasons, the specific reasons for the submission are as follows:
- (a) CEL recognises the importance to the community of a safe and efficient motorway network and the need to plan and provide for this network well in advance of construction. However, it is unclear how the proposed works will impact CEL's existing and planned electricity assets.
 - (b) The potential effects on CEL's existing and planned electricity assets have not been identified or assessed. Adverse effects on the distribution of electricity arising from the proposed works should be avoided, given the critical nature of a secure and resilient electricity supply to the Auckland community. CEL's existing and planned assets in this area are likely to change in the intervening years before NZTA commences detailed design and therefore it will be critical for NZTA to continue to consult directly with CEL to avoid effects on these assets.
 - (c) CEL supports the proposed Network Utility Management Plan (**NUMP**) condition (CC.8) subject to amendments being made as set out later in this submission. In particular, given the importance of avoiding or mitigating effects on network utilities, this plan should be submitted to Council with the Outline Plan of Works, rather than for information only. It is also important that Council has a clear understanding as to whether the NUMP has been endorsed by the relevant Network Utility Operators.

- (d) The extent of relocation or reconstruction of CEL's limited number of assets required for the project remains unknown and will not be able to be confirmed until NZTA completes its design. A long lead in time may be required by CEL to prepare any such relocation or reconstruction plans and for implementation. It would be difficult or impossible to acquire suitable land or suitable access rights to allow the relocation of the assets to another location.
- (e) The Electricity Infrastructure Management Plan (**EIMP**) conditions (CC.15 to CC.20) only relate to the Transpower network. It is, therefore, incorrect to refer to the plan as an Electricity Infrastructure Management Plan when it relates to the transmission network and not the distribution network. The matters of relevance to the distribution network are addressed through the NUMP.
- (f) CEL wants to ensure the conditions proposed in the NoR addressing effects on existing and planned network utility assets (including those electricity assets owned by CEL) are adopted subject to the amendments sought by CEL that are set out later in this submission.
- (g) CEL wants to ensure that NZTA will continue to consult directly with CEL as it develops its design so that all adverse effects on existing and future CEL assets are avoided.

Recommendation sought

11. The relief sought by CEL is that the Council recommends that NoR 4 is withdrawn or, in the alternative, is modified by:
 - (a) imposing conditions that ensure that the potential adverse effects on CEL's existing and planned assets, and CEL's ability to operate, maintain, upgrade and develop those assets, are addressed, including but not limited to:
 - (i) Retaining proposed Condition GC.5 (Network Utility Operators (Section 176 Approval)).
 - (ii) Amending proposed Condition PC.3 (Outline Plan(s) of Works (designation)) to include the NUMP in the list of management plans to be included in the Outline Plan.
 - (iii) Amending proposed Condition PC.6 (Stakeholders and Communication Management Plan) to make it clear that Network Utility Operators with assets within or adjoining SH1 are identified as Stakeholders.
 - (iv) Amending proposed Condition PC.7 (Urban and Landscape Design Management Plan) so that it must take into account existing and proposed network utilities (and any relevant regulations) to ensure proposed landscaping does not adversely affect network utilities (including ongoing access to CEL network assets), or the future maintenance or upgrading of network utilities.
 - (v) Amending proposed Condition CC.8 (Network Utility Management Plan) so that:
 - i. the NUMP must be prepared at least 24 months prior to the Start of Construction and submitted as part of the Outline Plan (rather

- than submitted to the Manager for information at least 10 working days prior to the Start of Construction) (sub-clause a);
- ii. sub-clauses (b) and (d) are modified to include both existing and planned network utilities;
 - iii. the NUMP must include a record of the written endorsement of all Network Utility Operators (rather than simply describe how any comments from the Network Utility Operator(s) in relation to its assets have been addressed) (sub-clause (e)).
- (vi) Amending proposed Condition CC.15-CC.20 (Electricity Infrastructure Management Plan) so that this plan is renamed the “Transpower Infrastructure Management Plan” to clarify that the plan only relates to Transpower infrastructure and not the electricity distribution network; and/or
- (b) Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
12. CEL could not gain an advantage in trade competition through this submission.
13. CEL wishes to be heard in support of this submission.
14. If others make a similar submission, CEL will consider presenting a joint case with them at any hearing.
15. CEL has also lodged a submission on NoR 1, 2, 3 and 5.

COUNTIES ENERGY LIMITED by its authorised agent Osborne Hay (North) Limited:

David Hay

Signature:

David Hay (Planning Consultant for Counties Energy Limited)

Date:

15 July 2024

Address for Service:

C/- David Hay
Osborne Hay (North) Limited
PO Box 16
Warkworth 0941

Telephone:

027 425-0234

Email:

david@osbornehay.co.nz

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Drury South Limited

Organisation name: Drury South Limited

Full name of your agent: Kirsty Dibley

Email address: kirsty.dibley@russellmcveagh.com

Contact phone number: +64 9 367 8000

Postal address:

C/- Kirsty Dibley

Russell McVeagh

Lvl 30

Vero Centre 48 Shortland Street

Auckland CBD

Auckland 1140

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Shared User Path (NoR 4)

The specific provisions that my submission relates to are:

See attached submission

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:

See attached submission

I or we seek the following recommendation or decision from Auckland Council:

See attached submission

Submission date: 15 July 2024

Supporting documents

DSL NoR Submissions_20240715143601.516.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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**SUBMISSION ON NOTICES OF REQUIREMENT FOR NEW
DESIGNATIONS AND ALTERATIONS TO EXISTING DESIGNATIONS
UNDER THE RESOURCE MANAGEMENT ACT 1991**

TO: Auckland Council

SUBMITTER: Drury South Limited ("**DSL**")

SUBMISSION ON: Five separate Notices of Requirement by NZ Transport Agency Waka Kotahi ("**NZTA**") to provide upgrades to State Highway 1 between Drury and Bombay, Auckland (together, "**NoRs**")

Introduction

1. DSL owns approximately 257ha of land within the Drury South Industrial Precinct and is well underway with the development of its land for a comprehensive industrial and mixed-use development known as Drury South Crossing.
2. NZTA has recently lodged the following NoRs for Stage 2 of the Papakura to Bombay Project:
 - (a) NoR 1: Alteration to SH1 Designations 6706.
 - (b) NoR 2: Alteration to SH1 Designations 6700.
 - (c) NoR 3: Alteration to SH1 Designations 6701.
 - (d) NoR 4: Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange.
 - (e) NoR 5: Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange – Drury South Interchange connections.
3. All five of the NoRs are proposed within the vicinity of DSL's landholdings and the Drury South Industrial Precinct. DSL owns land that is both subject to and

adjacent to the spatial extent of NoR 2 and NoR 5 in particular. DSL therefore has a direct interest in the NoRs.

4. DSL could not gain an advantage in trade competition through this submission.

Scope and nature of submission

5. The submission relates to all five NoRs in their entirety, particularly as they relate to works in and around the Drury South Precinct.
6. DSL is progressively developing its land for industrial and mixed use. As part of this, DSL has, and continues to, put significant effort into designing and constructing a safe and efficient local transport network within the Precinct. The first houses in the Precinct were completed in 2020, and the construction of industrial buildings commenced in 2021. Full build out of the Precinct is expected to take another approximately five years.
7. Subject to the relief set out in this submission, DSL generally supports the NoRs, which collectively seek to improve the safety and resilience of the State Highway network between Papakura and Bombay, increase transport choice and accessibility, support the inter and intra-regional movement of people and freight, and support regional economic growth and productivity.
8. However, DSL considers amendments are required to ensure the NoRs are:
 - (a) well integrated with surrounding land uses and the local transport network within the Drury South Industrial Precinct; and
 - (b) implemented in a timeframe that:
 - (i) provides affected landowners with certainty regarding their landholdings (including when NZTA might seek to acquire land under the Public Works Act 1981 ("**PWA**")); and
 - (ii) responds appropriately to the timing, scale and form of urban development in the area.

NoR 5 – Drury South Interchange

9. NoR 5 seeks a new designation to authorise the construction, operation and maintenance of a new link road between Quarry Road and Great South Road, referred to as the Drury South Interchange Connections.
10. DSL supports NoR 5, insofar as it will enable critical direct connections from State Highway 1 into the Precinct. However, DSL considers the designation

extent should be extended to the east of its current footprint, to Fitzgerald Road, to enable a direct connection from State Highway 1 to Fitzgerald Road. Enabling a direct connection from State Highway 1 to Fitzgerald Road will better integrate the Drury South Interchange into the Precinct and the local transport network already established. Fitzgerald Road also provides a direct connection to the Drury East Precinct and Drury Centre Precinct to the north.

Proposed lapse period for NoR 4 and NoR 5

11. DSL does not support the proposed 20-year lapse period for NoR 4 and NoR 5. A 20-year lapse period does not align or correspond with the timing and scale of urban development in the Precinct and broader Drury area. This lengthy lapse period also provides no certainty to affected landowners as to when, or if the Project or works authorised by the designations will be completed. This has related consequences in terms of when affected landowners (like DSL) can expect NZTA to acquire land under the PWA.
12. Full build out of the Drury South Industrial Precinct is expected to be complete in the next five years. It is reasonable and appropriate for DSL (and other landowners and developers) to have certainty regarding when, and if, some of its land will be acquired under the PWA for NoR 4 and 5.
13. DSL therefore seeks a lapse period of 10 years be imposed for NoR 4 and NoR 5.

Timing for implementation of NoR 1-3

14. DSL has similar concerns around the lack of certainty in relation to NoR 1, NoR 2 and NoR 3. Given these are alterations to existing designations, there is no lapse period proposed.
15. DSL seeks a condition be imposed requiring works authorised by the altered designations to be commenced within 10 years from the date the NoR is confirmed, to give landowners, developers and the community certainty on the works.

Reasons for submission

16. Subject to the amendments necessary to address its concerns set out above, DSL considers the NoRs:
 - (a) will promote the sustainable management of resources;

- (b) are consistent with Part 2 and other provisions of the Resource Management Act 1991;
- (c) will meet the reasonably foreseeable needs of future generations;
- (d) will enable social, economic and cultural wellbeing; and
- (e) will avoid, remedy or mitigate adverse effects on the environment.

Recommendation sought

17. DSL seeks that the Council recommends:

- (a) amendments to the NoRs, including by way of conditions, to address DSL's concerns;
- (b) NoR 4 and NoR 5, if confirmed, be subject to a 10 year lapse period;
- (c) additional land to the east of Quarry Road be included in the designation extent of NoR 5 to enable a connection from State Highway 1 to Fitzgerald Road; and
- (d) such further other orders, relief or other consequential or other amendments as considered appropriate and necessary to address the concerns set out above.

18. DSL wishes to be heard in support of this submission.

DRURY SOUTH LIMITED by its solicitors and authorised agents Russell McVeagh:

Signature:



Daniel Minhinnick / Kirsty Dibley

Date:

15 July 2024

Address for Service:

C/- Kirsty Dibley
Russell McVeagh
Barristers and Solicitors
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Vero Centre
48 Shortland Street

PO Box 8/DX CX10085
AUCKLAND 1140

Telephone:

+64 9 367 8000

Email:

kirsty.dibley@russellmcveagh.com

**Submission on five Notices of Requirement for the Papakura to Bombay (P2B) Project
Stage 2, NZ Transport Agency Waka Kotahi – seeking Notices of Requirement for Stage 2 of
the Papakura to Bombay Project – Papakura ki Pukekura**

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert
Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("NoRs") for the Papakura to Bombay
(P2B) Project Stage 2.

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone:022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 15 July 2024

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the Papakura to Bombay (P2B) Project Stage 2, which includes five NoRs lodged by New Zealand Transport Agency Waka Kotahi ("**NZTA**") as a requiring authority under the Resource Management Act 1991 ("**RMA**"), being:
- (a) NoR lodged by NZTA to alter Designation 6706 State Highway 1 – Takanini to Drury;
 - (b) NoR lodged by NZTA to alter Designation 6700 State Highway 1 – Drury to Bombay;
 - (c) NoR lodged by NZTA to alter Designation 6701 State Highway 1 – Bombay;
 - (d) NoR lodged by NZTA for a Shared User Path; and
 - (e) NoR lodged by NZTA for Drury South Interchange Connections.

- 1.2 Watercare neither supports or opposes these NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs respond to the issues raised in this submission and avoid, remedy, or mitigate potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.
- 1.3 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

- 2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("LGA") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.
- 2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, from 2023-2053, this is expected to increase by another 520,800 people, potentially requiring another 200,000 dwellings along with associated drinking water, stormwater and wastewater infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.
- 2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹
- 2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part) and the Auckland Council Future Development Strategy.
- 2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

- 3.1 This is a submission on the NoRs (summarised above) that were publicly notified on 14 June 2024.
- 3.2 As noted previously, Watercare neither supports or opposes these NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.3 Watercare seeks to ensure that there is a live and continual process planned forward to recognise that asset management and construction plans are constantly updating and changing.
- 3.4 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the Papakura to Bombay Stage 2 Project develops.
- 3.5 Watercare seeks early engagement from the requiring authority for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's *"Water Supply and Wastewater Network Bylaw 2015"* (updated 2021).
- 3.6 Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the project areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authority that may impact Watercare's services.

4. **RECOMMENDATION SOUGHT**

- 4.1 Watercare seeks that Auckland Council recommends:
- (a) amendments to the conditions of the NoRs , including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
- 4.2 Watercare does not wish to be heard in support of this submission.



Mark Iszard
Head of Major Developments
Watercare Services Limited

FORM 21

SUBMISSION ON NOTICE OF REQUIREMENT – NOR 4 Shared User Path (New Zealand Transport Agency)

To: Auckland Council
Private Bag 92300
Auckland 1142

Name of Submitter: BRO Tonganui

BRO Tonganui (**the Submitter**) provides this submission on a Notice of Requirement (**NOR**) for a designation for the construction, operation, and maintenance of a new Shared User Path (**NOR 4**). The Requiring Authority is the New Zealand Transport Agency (**NZTA**).

NOR 4 forms part of the Papakura to Bombay Project Stage 2, for which the objectives in the public notice are to:

- Improve the safety and resilience of the SH1 network between Papakura and Bombay;
- Increase transport choice and accessibility to support growth in the south of Auckland;
- Support national and regional economic growth and productivity; and
- Support the inter and intra-regional movement of people and freight.

NOR 4 applies to an area of land of approximately 64 ha located across 34 land parcels.

The Submitter has an interest in land within the following affected site under NOR 4:

- 1121 Great South Road, Drury (1.61ha proposed to be designated).

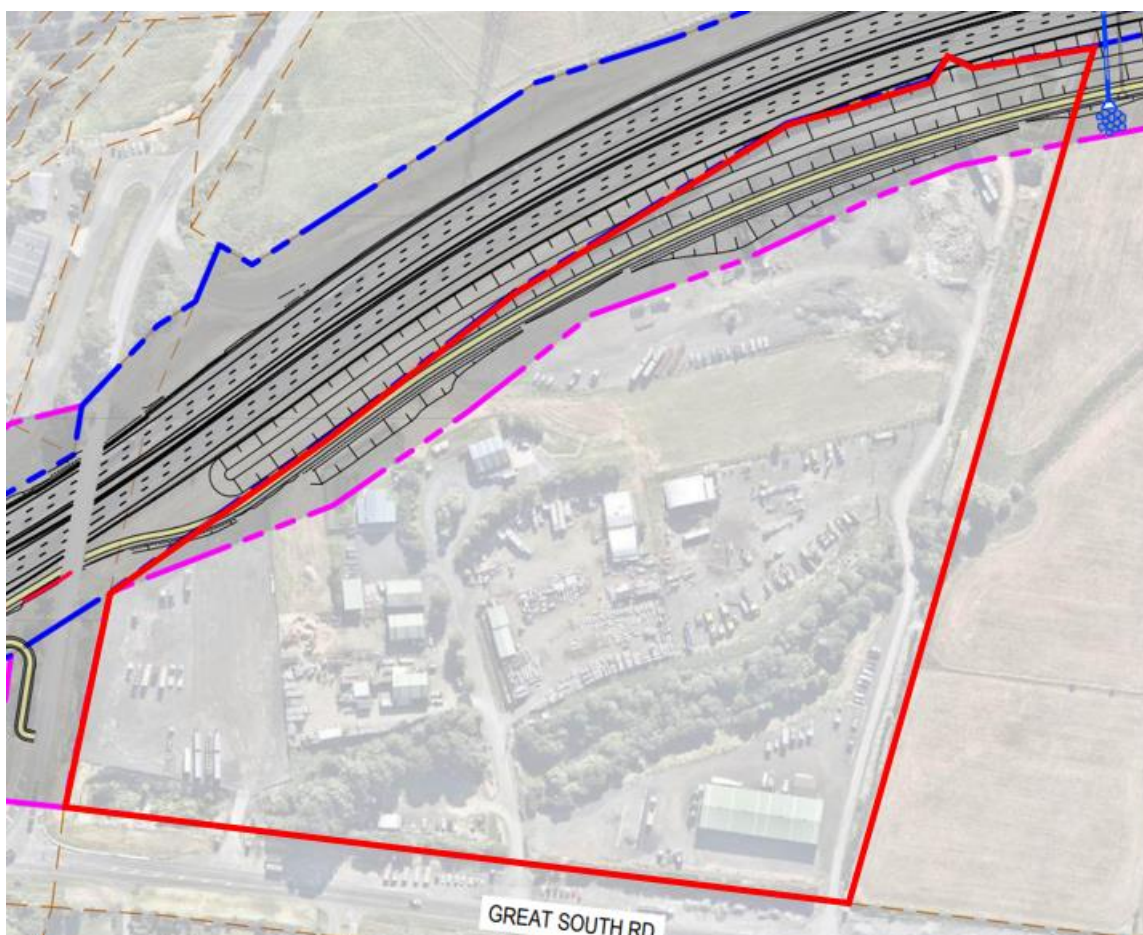


Figure 1: Affected site at 1121 Great South Road, Drury (site outlined in red; proposed designation boundary in pink)

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

The submission relates to the extent of designation and the proposed lapse date.

The Submitter **supports in principle** NOR 4 in the Papakura to Bombay Project Stage 2, but opposes some aspects of the NOR including the extent of land that would be designated.

The reasons for the Submitter's support in principle are:

Subject to addressing the matters raised / granting the relief sought in this submission:

1. The NOR would generally promote the sustainable management of natural and physical resources, in accordance with Part 2 of the Resource Management Act 1991 (**RMA**);
2. The proposal is consistent with the objectives and policies of the Auckland Unitary Plan and other provisions in relevant statutory planning instruments;
3. The proposal seeks to improve accessibility along the Southern Motorway portion of SH1 for all road users, including cyclists and pedestrians; and
4. The proposal ensures that appropriate road infrastructure is provided to enable the planned growth and intensification in the south of Auckland.

Relief sought:

The Submitter seeks, subject to the matters below being satisfactorily addressed, that the Council recommend that the designation proposed through NOR 4 be confirmed.

Extent of designation

It is requested that the extent of the NOR 4 designation on 1121 Great South Road be reduced. For most of the SH1 site frontage, the designation would encroach around 12-16m into the site *beyond* the extent of works indicated. The cross section of the NOR is not sufficiently justified, including the combined overall width required for swales adjacent to the State Highway, a grade separated Shared Use path, batter slopes, and additional land beyond the batter slope all proposed to be designated. The need for this additional land to be designated has not been justified. If it is for temporary construction works, this should be identified and explained, as the designation would later be drawn back from such areas in accordance with the Design Review condition. If the additional land to be designated is intended to provide a buffer or separation from the activities sought to be authorised by the designation, then this should also be made clear, as ultimately that land will be lost from the landholding and use by the landowner.

The rationale for the Shared Use Path to be located on the western side of State Highway 1 has not been sufficiently explained in the Assessment of Alternatives report. The reason of designating stormwater swales along a large extent of State Highway 1 instead of focusing stormwater mitigation in a combined location is also not provided. The Submitter considers the NOR information provided does not adequately justify the area of land being designated on the affected site. The Submitter requests further information on other Shared Use Path and stormwater options which have been assessed as part of the Assessment of Alternatives and the reasons for which they have been discounted.

Lapse

It is requested that the extended lapse period of 20 years being sought by the Requiring Authority be reduced to 10 years. The Submitter's land is earmarked to be rezoned and developed in the next 10+ years as part of the Drury-Ōpaheke future urban area, based on the Future Development Strategy (FDS). This creates a disconnect between the timing of development and the implementation of the NORs, and the integration of land use and transport outcomes.

Further, the FDS sets out that the Papakura to Bombay Project (Stage 2) is expected at 2033+ to support the development capacity of Drury and Pukekohe. As such, a lapse date of 10 years is considered an appropriate timeframe for the NOR.

While it is acknowledged that an element of planning blight is an inevitable interim effect of a designation, its severity increases proportionally with the length of the lapse period. A balance should be achieved between the benefits to the Requiring Authority of a longer lapse period and the adverse effects of planning blight that are incurred by affected property owners. The Submitter requests that

infrastructure delivery is executed in a way that allows landowners to undertake future planning of the affected land with greater confidence and certainty.

The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



Philip Brown
Campbell Brown Planning Limited
For and on behalf of BRO Tonganui as its duly authorised agent.

15 July 2024

Address for service of submitter:

C/- Campbell Brown Planning Limited
PO Box 147001
Ponsonby
AUCKLAND 1144

Attention: Philip Brown

Telephone: (09) 394 1694

Mobile: 021845327

Email: philip@campbellbrown.co.nz



Transpower New Zealand Ltd
 31 Gilberthorpes Road, Islington
 Christchurch
 PO Box 21154 Edgware
 Christchurch 8143
 P 04 590 7000
www.transpower.co.nz

12 July 2024

Auckland Council
 Level 16, 135 Albert Street
 Private Bag 92300
 Auckland 1142

Via email - unitaryplan@aucklandcouncil.govt.nz

Kia ora,

RE: SUBMISSION BY TRANSPOWER NEW ZEALAND LIMITED ON THE NOTICES OF REQUIREMENT 1-5 FOR STAGE 2 OF THE PAKAKURA TO BOMBAY PROJECT – PAKAKURA KI PUKEKURA (P2B) PROJECT

1. INTRODUCTION

This document and attachments form part of Transpower New Zealand Limited's (Transpower) submission to the five (5) Notices of Requirement (NoRs) lodged with Auckland Council by NZ Transport Agency Waka Kotahi (NZTA) for Stage 2 of the Papakura to Bombay Project – Papakura ki Pukekura (P2B) project.

Transpower understands that the purpose the P2B Project Stage 2 is to provide upgrades to State Highway 1 (SH1) between Drury South and Bombay, improving accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of the existing transport corridor.

The NoRs are summarised as follows:

- NoR 1 - Alteration to SH1 Designations 6706, for which NZTA is the requiring authority;
- NoR 2 - Alteration to SH1 Designations 6700, for which NZTA is the requiring authority;
- NoR 3 - Alteration to SH1 Designations 6701, for which NZTA is the requiring authority;
- NoR 4 - Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange, for which NZTA will be the requiring authority; and
- NoR 5 - Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange, for which NZTA will be the requiring authority.

Transpower acknowledge the engagement undertaken between Transpower and NZTA during the development of the proposal over recent years. Transpower understands that engagement will continue as the project progresses through the detailed design phase.

Transpower's general position is neutral in relation to the merits of the proposal. However, Transpower wishes to highlight to the need to appropriately avoid, remedy or mitigate any potential effects of the proposed designations and future development on the National Grid.

2. TRANSPOWER'S NATIONAL GRID ASSETS

Transpower is the State-Owned Enterprise that plans, builds, maintains, and operates New Zealand's high voltage transmission network – The National Grid. The National Grid comprises around 12,000 km of transmission lines and cables, and some 164 substations. It links generators to distribution companies and major industrial users from Kaikohe in the North Island to Tiwai Point in the South Island. Transpower's principal role is to ensure the reliable supply of electricity throughout the country and, therefore, has a significant interest in ensuring that development and activities do not adversely affect the operation, maintenance, upgrading and development of the existing transmission network.

Several of Transpower's National Grid assets are located in proximity to the proposed NoRs (excluding NoR 3). Assets include but not limited to:

- Drury substation (Designation 8521 in the Auckland Unitary Plan Operative in part (AUP) – NoR 2 and 5;
- Glenbrook - Deviation A (GLN-DEV-A) Transmission line (220 kV) and associated support structures – NoR 2 and 5;
- Huntly to Otara A (HLY-OTA-A) Transmission line (220 kV) and associated support structures – NoR 1, 2 and 5; and
- Bombay to Otara A (BOB-OTA-A) Transmission line (110 kV) and associated support structures (noting that this line will be decommissioned and dismantled in late 2024) – NoR 1, 2, 4 and 5.

The National Grid Yard (NGY) is a 12-metre setback either side of the transmission line and support structures (the 12m setback from the closest visible edge of the tower foundation will need to be physically measured on site), shown by the blue corridor on the attached Transpower Asset Maps.

3. STATUTORY CONTEXT

3.1 National Policy Statement on Electricity Transmission 2008 (NPSET)

Under the Resource Management Act 1991 (RMA), the National Grid is recognised as a significant physical resource that must be sustainably managed, and any adverse effects on that infrastructure must be avoided, remedied or mitigated. The NPSET confirms the national significance of the National Grid and the need to appropriately manage activities and development under, and close to it.

The Objective of the NPSET is as follows:

To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- *Managing the adverse environmental effects of the network; and*
- *Managing the adverse effects of other activities on the network.*

The NPSET contains fourteen policies. In particular, Policy 2 of the NPSET requires decision-makers to recognise and provide for the effective operation, maintenance, upgrading and development of the

electricity transmission network. Whilst Policy 10 requires that all decision-makers: *“to the extent reasonably possible manage activities to avoid reverse sensitivity effects on the electricity transmission network and to ensure that operation, maintenance, upgrading, and development of the electricity transmission network is not compromised.”*

3.2 New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34:2001)

The National Grid is subject to various operational and engineering requirements that dictate how other activities are undertaken in relation to the National Grid, including the requirements of NZECP34: 2001.

NZECP34: 2001 is a mandatory code of practice pursuant to the Electricity Act 1992, which sets minimum safe distances from overhead transmission lines to protect persons, property, vehicles and mobile plant from harm or damage from electrical hazards. The Code establishes safe clearance distances to buildings and structures, the ground (including stockpiles of earth and filling activities), and other lines, as well as how close buildings, structures and excavations can occur to poles and towers. All proposed works must comply with the NZECP requirements.

4. TRANSPOWER’S INTEREST IN THE NORs

Transpower’s interest in the project is to ensure that the operation, maintenance, upgrading and development of the National Grid is not compromised by the Project and that construction works in proximity to National Grid assets are carried out safely in accordance with NZECP34: 2001.

4.1 Drury Substation Designation 8512 (NoR 2 and NoR 5)

As outlined above and noted in Section 9.3.4.1 of the Assessment of Environmental Effects (AEE) for Stage 2 of the P2B Project, NZTA has undertaken engagement with Transpower as part of the development of the proposal over recent years, particularly in relation to the concept design stage for Drury South Interchange (NoR 2) and Drury South Interchange Connections (NoR 5), in proximity to the Drury substation. Design development focused on minimising adverse effects on Transpower’s operations at the Drury substation site and minimising the land take requirement at the site. Transpower understands that engagement will continue during design development.

The proposed alteration to the existing SH1 Designation 6700 to provide widening of the existing SH1 corridor (NoR 2) will encroach into Designation 8521 for the Drury substation for which Transpower is the requiring authority. Given Transpower Designation 8521 will pre-date NoR 2 and NoR 5, NZTA will require S176A approval from Transpower prior to construction works.

4.2 Proposed Wetland in proximity to Drury Substation (NoR 2 and NoR 5)

A wetland is proposed to the south-west of the Drury substation, in close proximity to National Grid support structure HLY-OTA-A0146. Construction of the wetland shall be undertaken in accordance with the requirements of NZECP34: 2001 (proposed designation Condition CC.9). In particular, any excavation within 12m of the outer edge of the foundations of tower HLY-OTA-A0146 shall comply with the restrictions set out in NZECP34: 200, ground to conductor clearance requirements shall be met and mobile plant operation shall comply with the minimum setback requirements for National Grid transmission lines.

Construction of the proposed wetland, and compliance with NZECP34: 2001 shall be addressed in the project Electrical Infrastructure Management Plan (EIMP).

4.3 BOB-OTA-A National Grid transmission line (NoR 1, NoR 2, NoR 4 and NoR 5)

The NoRs, apart from NoR 3, will require works in proximity to the BOB-OTA-A National Grid transmission line (i.e. works within, or in parallel to the NGY of this transmission line). In particular, NoR 4 will involve the construction, operation, and maintenances of a new SUP, along the western side of SH1, in proximity to the BOB-OTA-A National Grid transmission line.

The BOB-OTA-A0049 – 0117A spans of this transmission line are scheduled to be decommissioned and dismantled during the second half of 2024. While unlikely, should any physical works be undertaken prior to the dismantling of these transmission assets, the works will need to comply with the requirements of NZECP34: 2001.

4.4 Designation Conditions (all NoRs)

To appropriately manage effects on Transpower’s National Grid assets located within or in proximity to the proposed designation boundaries, NZTA proposes a set of Transpower specific conditions agreed on during previous stages of the P2B Project, and other similar State highway projects. These are set out under the ‘Transpower’ heading in the proposed designation Conditions CC.7 – 12 (NoR 1) and CC.9 – CC.14 (NoR 2-5).

Additionally, for this stage of the P2B Project, NZTA proposes the preparation of an EIMP prior to the start of construction works within fifty metres of Transpower’s National Grid transmission assets (listed under the ‘Electricity Electrical Infrastructure Management Plan’ heading in the proposed designation Conditions CC.15 (NoR 1) and CC.17 (NoR 2-5)). The purpose of the EIMP, as per proposed designation Conditions CC.14 (NoR 1) and CC.16 (NoR 2-5), is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

Transpower supports proposed designation Conditions CC.7 – 18 (NoR 1) and CC.9 – CC.20 (NoR 2-5).

Transpower acknowledges the proposed designation conditions also require the preparation of a Network Utility Management Plan to set out a framework for protecting, relocating and working in proximity to existing network utilities (proposed designation Condition CC.6 (NoR 1) and Condition CC.8 (NoR 2-5)).

5. DECISION / RELIEF SOUGHT

Transpower seeks a decision that ensures that the operation, maintenance, upgrading and future development of National Grid infrastructure is protected from the potential adverse effects of the proposed P2B Project.

Transpower considers that the aspects of the Project, which have the potential to result in adverse effects on the Transpower’s National Grid assets, can be addressed through the designation conditions proposed by NZTA, developed in conjunction with Transpower.

Transpower does not wish to be heard in support of its submission.

Transpower would be happy to continue engaging with NZTA as the P2B Project Stage 2 progresses and should the NoRs be confirmed.

Dated at Christchurch on 12 July 2024

Approved for Release by Transpower NZ Ltd:



Andy Eccleshall

Technical Lead – Landowner Development Enquiries | Environment Group

Transpower New Zealand Limited

(Authorised to sign on behalf of Transpower NZ Ltd)

Ph: 04 590 8687 / Email: Andy.Eccleshall@transpower.co.nz

Appendices:

Appendix A: Map of Transpower assets

Copy Served to:

NZ Transport Agency Waka Kotahi

Private Bag 106602

Auckland 1143

Attention: Evan Keating

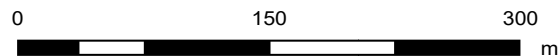
Email: Evan.keating@nzta.govt.nz

Appendix A: Map of Transpower assets



TRANSPOWER

Drury Substation Asset Map (NoR 2 & NoR 5)



8-Jul-2024 Scale 1: 4514 Plan size: A4L

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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Legend NOR4 # 10

Maximo Assets

Site

■ AC Substation

Structure

▣ Double Circuit Steel Tower

■ Termination

Earthwire

✕

Span

— 110 kV

— 220 kV

Underground Fibre Cable

—

Transpower Data

Site Access Point





TRANSPOWER

NoR 1 Asset Map

Legend NOR4 # 10

Maximo Assets

Structure

- Double Circuit Steel Tower
- Termination

Earthwire



Span

- 110 kV
- 220 kV

Underground Fibre Cable



0 300 600
m

20-Jun-2024 Scale 1:9028 Plan size: A4L

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87013



TRANSPOWER

NoR 2 Asset Map

Legend **NOR4 # 10**

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

⊠ Double Circuit Steel
Tower

■ Termination

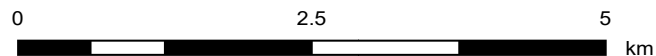
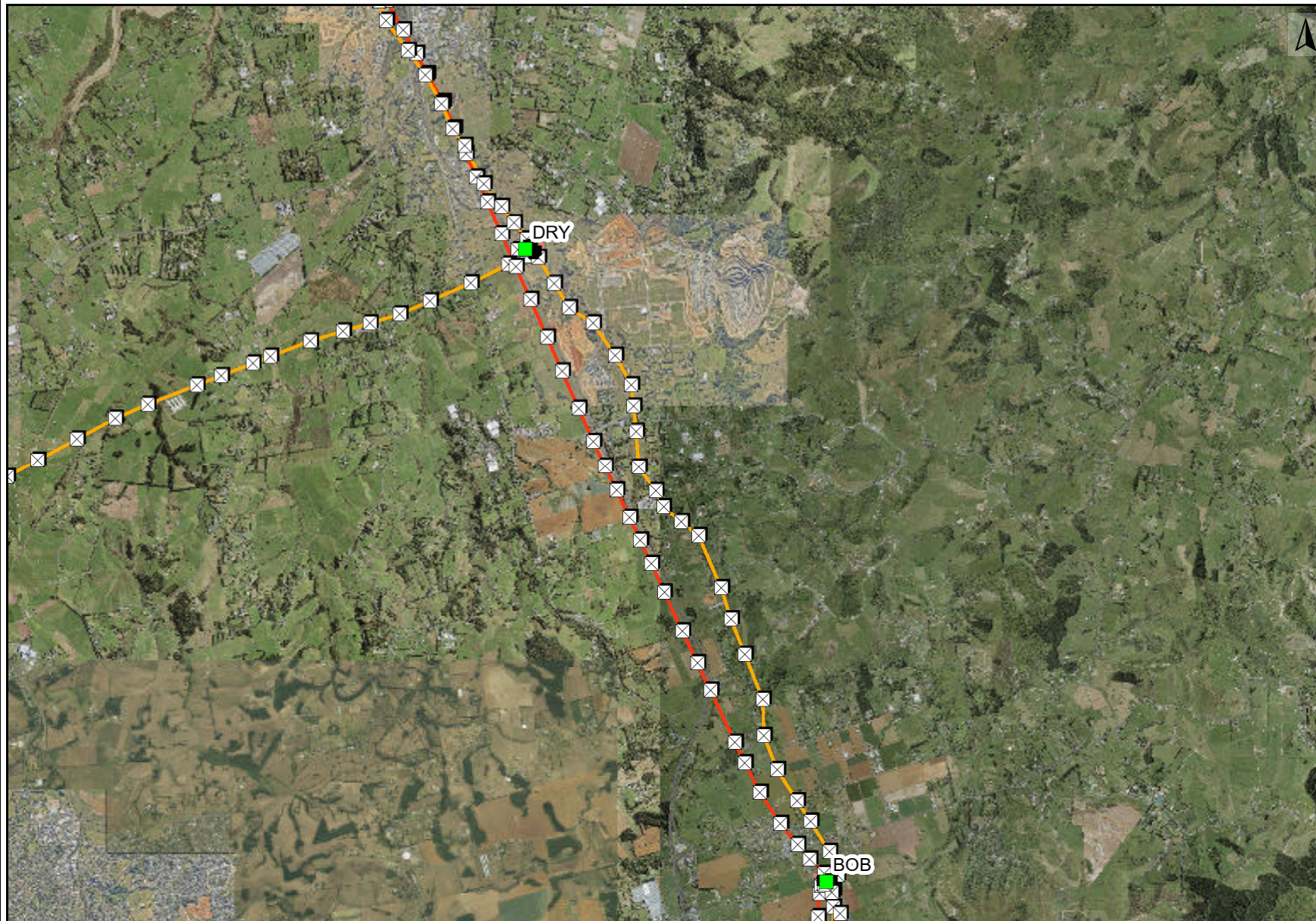
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



20-Jun-2024 Scale 1: 64387 Plan size: A4L

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97113



TRANSPOWER

NoR 3 Asset Map



0 0.5 1 km

20-Jun-2024 Scale 1: 18056 Plan size: A4L

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Legend NOR4 # 10

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

☒ Double Circuit Steel Tower

■ Termination

Earthwire

✕

Span

— 110 kV

— 220 kV

Underground Fibre Cable

—

Transpower Data

Asbestos at Substation



10 of 12



TRANSPOWER

NoR 4 Asset Map

Legend NOR4 # 10

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

⊠ Double Circuit Steel Tower

■ Termination

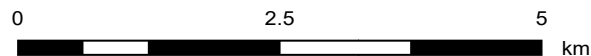
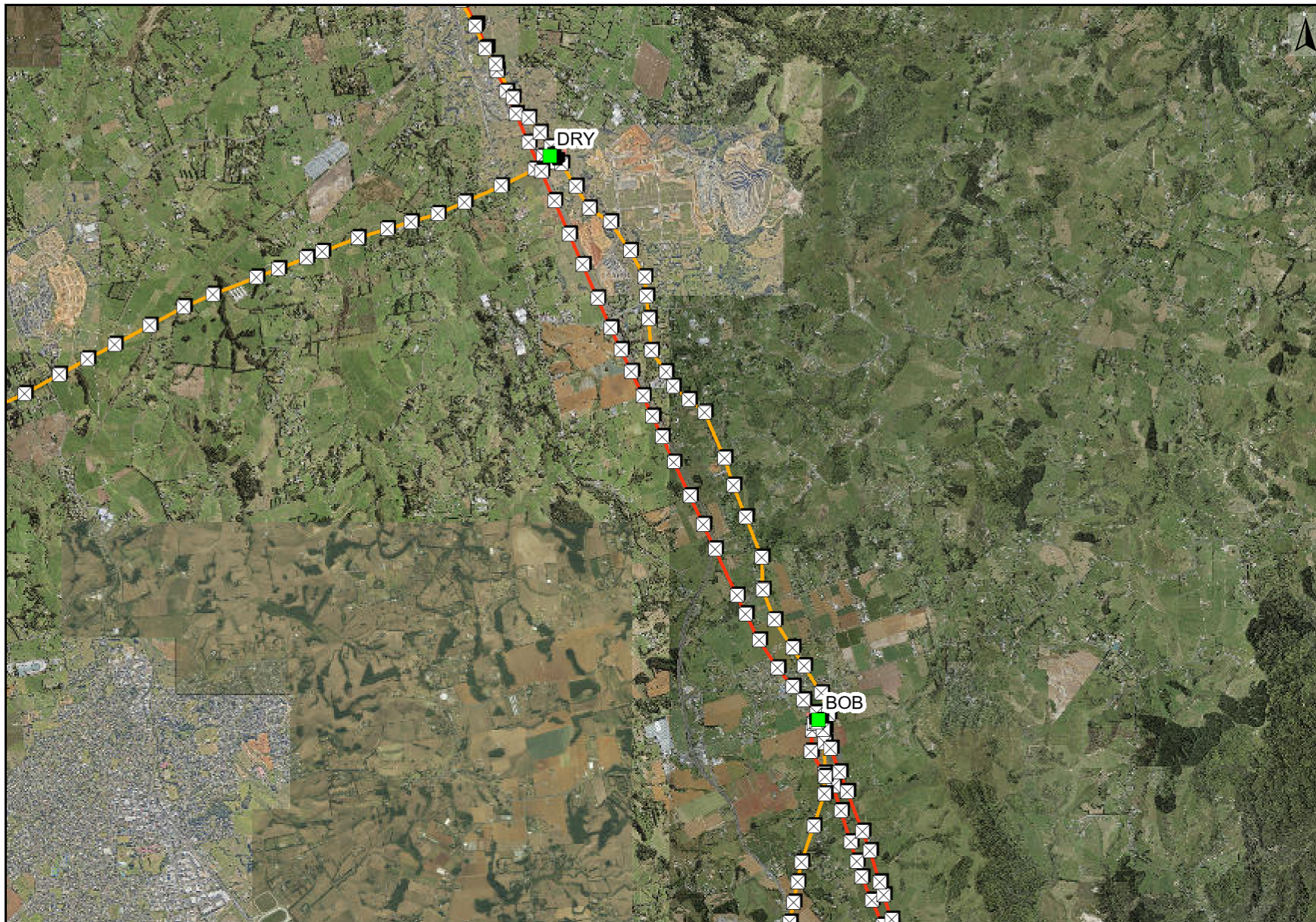
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



20-Jun-2024 Scale 1: 72224 Plan size: A4L

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11 of 12



Maximo Assets

Site

■ AC Substation

Structure

☒ Double Circuit Steel
Tower

■ Termination

Earthwire

✕

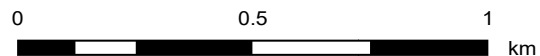
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Underground Fibre Cable

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**SUBMISSION ON NOTICES OF REQUIREMENT FOR DESIGNATION OF LAND FOR THE PAKAPURA
TO BOMBAY STAGE 2 PROJECT BY NZ TRANSPORT AGENCY WAKA KOTAHĪ**

Section 168(2) of the Resource Management Act 1991

To: Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Copy to: NZ Transport Agency Waka Kotahi
evan.keating@nzta.govt.nz

KIWI PROPERTY HOLDINGS NO. 2 LIMITED at the address for service set out below (**“the Submitter”**) makes the following submission in relation to the notices of requirement lodged by NZ Transport Agency Waka Kotahi (**“NZTA”**) in respect of:

- NOR 1 Alteration to SH 1 Designation 6706 in the Auckland Unitary Plan – Operative in Part (**“Unitary Plan”**) to provide for widening of the existing SH 1 corridor and authorise the future upgrades to the SH 1 network (**“NOR 1”**)
- NOR 4 – Construction, operation and maintenance of a shared user path, alongside the western side of SH 1 (**“NOR 4”**)
- NOR 5 – Construction, operation and maintenance of a new link road between Quarry Road and Great South Road, referred to as the Drury South Interchange Connections (**“NOR 5”**)

(together **“the NORs”**).

1. The NORs form part of a package of notices of requirement for Stage 2 of the Papakura to Bombay – Papakura ki Pukekura (**“P2B”**) project under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter is not a trade competitor of NZTA and could not gain an advantage in trade competition through this submission.
3. The submission relates to the NORs in their entirety. The Submitter’s interest is focused on:
 - (a) How the NORs support future urbanisation of land within Drury East and Drury South, in a manner consistent with the underlying precincts.

- (b) How NOR 1 and NoR 4 support the provision of a future connection from the shared user path along SH 1 Southern Motorway to a future cycleway which the Submitter understands is to be constructed along Great South Road.
- 4. The Submitter generally supports the NORs.
- 5. The reasons for this submission are:
 - (a) Provided the concerns set out in this submission are appropriately addressed, the NORs:
 - (i) Will not generate significant and unwarranted adverse effects on the environment;
 - (ii) Are not contrary to the sustainable management of natural and physical resources;
 - (iii) Amount to and promote the efficient use and development of resources;
 - (iv) Are otherwise consistent with the purpose and principles in Part 2 RMA; and
 - (v) Warrant being upheld in terms of section 171 RMA.

In particular, but without derogating from the generality of the above:

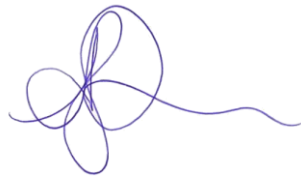
- (b) The wider Drury area has been rezoned to a mix of urban residential, business and open space zones and is ultimately intended to accommodate a population equivalent to Napier. Significant investment in infrastructure is being made by developers, local and central government.
- (c) The Submitter has significant landholdings within the area identified in the Auckland Unitary Plan as the Drury Centre Precinct. Land within the Drury Centre Precinct is zoned a mix of Business – Metropolitan Centre, Business – Mixed Use, and Open Space – Informal Recreation.
- (d) The works proposed in the NORs will support urbanisation of this land. The Submitter's key concern is ensuring that the roading infrastructure to be altered or provided for through the NORs is well integrated with and supports development enabled within the Drury Centre precinct and the broader Drury urban area.

- (e) **NOR1** is an appropriate and necessary response to the anticipated and planned future urbanisation of the land alongside SH1 Southern Motorway between the Drury and Drury South interchanges.
- (f) **NOR 4** proposes a cycleway along that portion of the western side of SH1 between the Bombay interchange and the vicinity of Quarry Road (“**the NOR Cycleway**”). In that regard:
 - (i) It is understood that Auckland Council, Auckland Transport and NZTA intend to connect the NOR Cycleway with a future active mode connection from the proposed Drury Central Rail Station, as indicated on Figure 2-2 of the Assessment of Environmental Effects lodged with the NORs.
 - (ii) The Submitter understands that a future active mode connection is proposed along Great South Road, to the north of the Railway, under the SH1 Southern Motorway, to the Great South Road / SH22 intersection (“**Proposed GSR Cycleway**”). The Submitter further understands that the Proposed GSR Cycleway is to be delivered in conjunction with the Drury network upgrades which are currently underway.
 - (iii) The Submitter understands that Auckland Transport is proposing a separate active mode connection from the Drury Centre Rail Station to the south of and parallel to the rail corridor, through the Drury Centre Precinct, and underneath SH1 Southern Motorway (“**Alternate AT Cycleway**”). The Submitter considers the Alternate AT Cycleway is superfluous, given that it duplicates the Proposed GSR Cycleway, and will incur significant unnecessary expense.
 - (iv) The Submitter supports the integration of the NOR Cycleway with the Proposed GSR Cycleway. [Nb: The Submitter does not support the Alternate AT Cycleway and will oppose that cycleway through the relevant future processes.]
- (g) The Drury South Interchange will be one of the access routes for development within the Drury Central, Drury East and Waihoehoe Precincts. As such, the Submitter supports delivery of **NOR 5**, as this will unlock further development opportunities within the Drury Centre Precinct and support urbanisation of the land.

6. The Submitter seeks the following relief with regard to the Application:
- (a) That the NORs be approved and, if necessary, conditions imposed in order to ensure that the NORs are well integrated with, and support, development enabled within the Drury Centre Precinct.
 - (b) Such alternative or other relief or consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission.
7. The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

DATED this 15th day of July 2024

KIWI PROPERTY HOLDINGS NO. 2 LIMITED by its
solicitors and duly authorised agents, Ellis Gould



D A Allan / A K Devine

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509, Auckland 1140, DX CP22003, Auckland. Telephone: 09 306 1075. **Attention:** Alex Devine (adevine@ellisgould.co.nz)

**SUBMISSION ON NOTICES OF REQUIREMENT FOR DESIGNATION OF LAND FOR THE PAPA KURA
TO BOMBAY STAGE 2 PROJECT BY NZ TRANSPORT AGENCY WAKA KOTAHI**

Section 168(2) of the Resource Management Act 1991

To: Auckland Council, Plans and Places
unitaryplan@aucklandcouncil.govt.nz

Copy to: NZ Transport Agency – Waka Kotahi
Evan.keating@nzta.govt.nz

THE HARIBHAI MASTER (1975) TRUST c/- Ellis Gould, Solicitors at the address for service set out below (“**the Submitter**”) makes the following submission in relation to the notices of requirement lodged by NZ Transport Agency – Waka Kotahi (“**Waka Kotahi**” or “**Requiring Authority**”) in respect of:

- NOR 3 Alteration to SH1 Designation 6701 in the Auckland Unitary Plan – Operative in Part (“**Unitary Plan**”) to provide for widening of the existing SH 1 corridor and accommodate the future upgrades to the SH 1 network (“**NOR 3**”)
- NOR 4 – Construction, operation and maintenance of a shared user path, alongside the western side of SH 1 (“**NOR 4**”)

(together “**the NORs**”)

1. The NORs form part of a package of notices of requirement for Stage 2 of the Papakura to Bombay – Papakura ki Pukekura (“**P2B**”) project under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter will be directly affected by the NORs as the Trust, by its trustees, is the owner of the property legally described as Pt Allot 6 Parish Mangatawhiri District, Pt Allot 4 Parish Mangatawhiri District, comprising Record of Title NA1352/38 (North Auckland Registry (“**Site**”) located immediately to the north-west of the intersection between SH1 and Mill Road, as shown on **Figure 1** below. The Site comes within the designation boundaries of both NOR 3 and NOR 4.

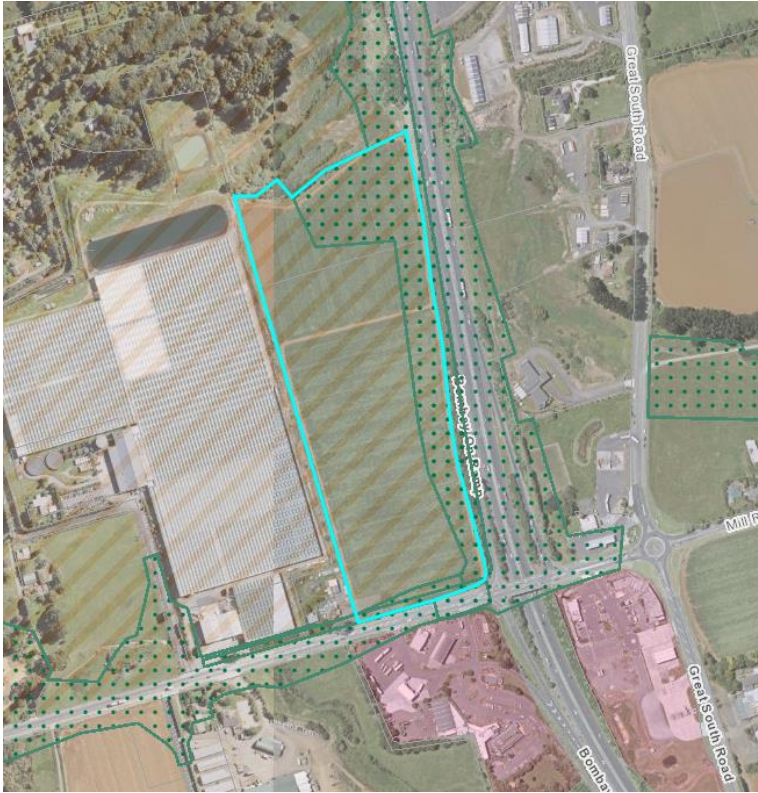


Figure 1 AUP Maps showing the Site outlined in blue, with the proposed designation extents shown in green dots (**NB:** The NOR for the Mill Road and Pukekohe East upgrade is also shown)

3. The Submitter is not a trade competitor of the Requiring Authority and could not gain an advantage in trade competition through this submission. In any event, the Submitter will be directly affected by effects of the NORs that:
 - (a) Adversely affect the environment; and
 - (b) Do not relate to trade competition or the effects of trade competition.
4. The Submitter opposes NOR 3 and NOR 4 in their entirety. However, the Submitter's primary interest is in the aspects of the NORs which have the potential to directly impact the Site, for example, but not limited to, the extent of the designation over the Site and the conditions addressing access and construction.
5. The reasons for the submission are as follows:
 - (a) Unless and until the concerns set out in this submission are appropriately addressed, NOR 3 and NOR 4:
 - (i) Will generate significant and unwarranted adverse effects on the environment.

- (ii) Will be contrary to the sustainable management of natural and physical resources;
- (iii) Will not amount to or promote the efficient use and development of resources;
- (iv) Will be otherwise inconsistent with the purpose and principles in Part 2 of the Resource Management Act 1991 (“**RMA**”);
- (v) Generate significant adverse effects on the environment, and in particular, on the Site; and
- (vi) Do not warrant confirmation in terms of section 171 RMA.

In particular, but without derogating from the generality of the above:

6. As shown on **Figure 1** above the proposed designations apply across a significant portion of the Site, including:
- (a) The entire southern (Mill Road) frontage of the Site. In this location, the designation will provide for a new left turn traffic lane into the State Highway 1 ramp, a shared use path and a batter. No access to the site is indicated on the plan.
 - (b) The entire eastern boundary of the Site, adjoining SH1. In this location, the designation will provide for a shared use path and what appears to be a significant extent of earthworks / batter.
 - (c) A large portion of the northern boundary of the Site. In this location, the designation provides for a proposed wetland.

Boundary encroachment

7. The Submitter is concerned that the designations, as shown in the General Arrangement Plans, encroach significantly into the Site. In particular, the Submitter is concerned that the design of the proposed wetland located at the northern has not been optimised and that the extent of the land identified is not reasonably necessary for that purpose. In addition, the General Arrangement Plan shows extensive use of batters rather than retaining walls, contributing to the significant land take proposed.

8. In addition, the Submitter is concerned that the NORs are uncertain in terms of land requirements during the construction period relative to after completion of construction and commencement of operation of the works. It would be inappropriate and inconsistent with the purpose of the RMA if the Requiring Authority were to maintain a designation over land no longer required for the purpose of the designation.
9. The Submitter seeks that:
 - (a) The extent of the designation be amended to avoid the need for any land take from the Site.
 - (b) In the event land take cannot be avoided, it should be minimised to the greatest extent possible, including (without limitation) by optimising the design of the stormwater pond and through the use of retaining walls rather than batters.
 - (c) The extent of the designation over its Site only include the areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it, and that the areas required for construction only be identified as such.
 - (d) That regular reviews of the designation be undertaken to identify the areas referred to in (c) above, and the removal of those areas no longer required.
 - (e) That a condition be imposed requiring that those areas to be used for construction purposes only be removed from the designation within 6 months of completion of construction.

Integration of stormwater

10. The extensive land take proposed is likely to impact the viability of continued use of the Site for horticultural purposes. If horticultural activities are no longer financially sustainable, the Submitter will need to explore alternative options. Such changes could require implementation of stormwater treatment measures.
11. Accordingly, in the event that a stormwater pond is established on-site under the designation, the Submitter seeks opportunities for integration with the Submitter's existing or proposed facilities. This may include, but is not limited to, shared maintenance access

arrangements if the ponds are to be co-located and a stormwater design which considers likely form of development on the Site and the ways in which the two may be integrated.

Access to and egress from the site

12. The Submitter is concerned that NOR 3 has the potential to create unacceptable adverse effects on ingress and egress from the Site that will significantly impact its ability to access and use the property, as well as its ability plan for the future use of the Site.
13. The Site's only access is located on the Mill Road frontage, at the western end of the Site. As the Site is currently used for horticultural purposes, a large range of vehicle types (including trucks) need to access the Site. The current access has full turning capacity (i.e. left in and, left out and right in, right out) and provides sufficient room for all movements to occur.
14. The General Arrangement Plan:
 - (a) does not identify the Site's access; and
 - (b) appears to indicate that a raised median will be installed directly opposite the site's current access.
15. While the proposed conditions provide that "safe" reconfigured or alternate access must be provided, the conditions failed to provide certainty as to where or how that access will be reinstated. While the Submitter is satisfied with its current access arrangements at the westernmost end of the site, it is noted that the Site is located opposite the BP Bombay motorway service centre exit, where traffic lights are being installed. It may therefore be safer and more efficient if the Site's access be relocated here and connected into those (soon to be existing) traffic lights.
16. Likewise, the conditions provide no certainty that the existing functionality of the access will be retained (e.g. provision for all movements). If a solid median were installed this may impact the ability for trucks to make a left hand turn is out of the Site (as tight left turns by large trucks require more area for vehicle tracking and right turns with turn radius can be greater). Currently, such manoeuvres are possible. The Submitter therefore requests that a the flush median is retained in this location to ensure that existing truck egress manoeuvres can continue to be accommodated from the Site.

17. The Submitter therefore seeks:

- (a) That that access be clearly identified on the General Arrangement Plan as being reinstated and retained in its current form *or* that the access be relocated to the east, opposite the signalised BP access, and that the Requiring Authority install signals at the Site's access to that intersection.
- (b) That the flush median is retained in this location to ensure that unrestricted egress for truck manoeuvres can continue to be accommodated from the site.

General comments on construction effects

18. The Submitter is concerned that the construction phase may result in significant adverse effects on the operation of its Site, including but not limited to access and dust. Given the nature of activities at the site there is a need to ensure that there is an ability to access it at all times in the range of vehicles. Horticultural activities are particularly sensitive to dust and contaminants, so effects of this nature generated by construction works, must be addressed.

19. The Submitter seeks that:

- (a) A site-specific construction traffic management plan be required, prior to works being undertaken in the vicinity of the Site, to demonstrate how construction traffic effects will be appropriately managed including how continued Site access by trucks will be maintained at all times during the construction period. The Submitter seeks that it be engaged with in the preparation of these plan.
- (b) A site-specific construction management plan be required, prior to works being undertaken in the vicinity of the Site, to demonstrate how construction effects such as dust will be appropriately managed, having particular regard to the activities undertaken at the Site.

Lapse dates

20. The designation for NOR 4 has a proposed lapse period of 20 years, well in excess of the default 5 year period. No lapse date is included for NOR 3 on the basis that is an alteration to an existing designation.

21. Given the length of time and the uncertainty this creates for the Submitter regarding the future use of the Site, the Submitter seeks a reduced lapse date, or in the alternative, a condition which requires the Requiring Authority to regularly review the need for the designations, and the extent of areas to be used temporarily and permanently (as addressed earlier in this submission).
22. The Submitter acknowledges the Requiring Authorities position regarding lapse dates on alterations but considers that the significant change proposed as part of NOR 3 for the Site, combined with the lack of certainty regarding the operational design and extent, generates an effect which warrants mitigation – in this instance, the imposition of a lapse date.

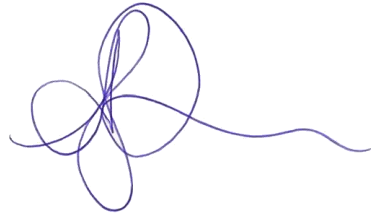
Relief Sought

23. The Submitter seeks the following relief with regard to the NORs:
 - (a) That NOR 3 and NOR 4 be cancelled.
 - (b) That the NORs be amended and conditions imposed on them to address the issues discussed above, including:
 - (i) That the designation extent be reduced so that it no longer impacts the Site, or in the alternative that the extent of the designation include only those areas necessary for the permanent operation and maintenance of the proposed work, or mitigation of effects generated by it.
 - (ii) That there be a requirement to consider how stormwater management for the NORs integrates with any existing or proposed development at the Site.
 - (iii) There will be no long-term (i.e.: post construction) effects on the vehicle access to and egress from the Site, with the access either being retained in its current form or relocated and reformed to be opposite the BP service centre and traffic lights installed by the requiring authority.
 - (iv) That there are no restrictions on ingress and egress or number of vehicle movements to the Site as a result of the designation and that the functionality of the existing accessed is retained (e.g. all movements for vehicle types).

- (v) Adverse effects on access to and egress from the Site are minimised as far as practicable during construction; with access from the Site being maintained at all times throughout the construction period.
 - (vi) Prior to the commencement of construction in the vicinity of the Site, a construction traffic management plan applying to the road network in the immediate vicinity of the Site is:
 - Prepared by the Requiring Authority in consultation with the Submitter;
 - Provided to Council, along with details of the Submitter's observations and comments on the plan, if any; and
 - Approved by the Council.
 - (vii) That construction effects such as dust will be appropriately avoided or remedied, having particular regard to the nature of activities being undertaken at the Site at the time of construction.
 - (viii) That conditions be imposed to resolve any issues that arise when further detail regarding the roading layout is provided (e.g.: including but not limited to provision of finished levels that integrate appropriate with the Site).
 - (ix) That the lapse date be reduced on NOR 4 and imposed on NOR 3 to be consistent with the statutory minimum.
 - (c) Such alternative or other relief or consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission.
24. The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at the hearing.

DATED this 15th day of July 2024

THE HARIBHAI MASTER (1975) TRUST by its
solicitors and duly authorised agents, Ellis Gould



Alex Devine

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509. Auckland 1140, DX CP22003, Auckland. Telephone: (09) 306 1075 . **Attention:** Alex Devine, adevine@ellisgould.co.nz.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon KW Trustee Limited

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone:

Email:

jeremy@brabant.co.nz / shannon@brabant.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

NZ Transport Agency Waka Kotahi (NZTA)

For: A new designation or alteration to an existing designation

(NoR 4) Shared User Path and NoR 2 Alteration to Designation 6700

The specific parts of the above notice of requirement that my submission relates to are: (give details including property address):

See attached.

My submission is:

I or we support of the Notice of Requirement

☐

I or we oppose to the Notice of Requirement

☐

I or we are neutral to the Notice of Requirement

☐

The reasons for my views are:

See attached.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

See attached.

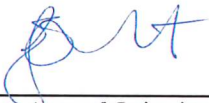
I wish to be heard in support of my submission

☐

I do not wish to be heard in support of my submission

☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing

☒

Signature of Submitter

(or person authorised to sign on behalf of submitter)

07/15/2024

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

**Submission on Notices of Requirement for Papakura to Bombay
Project Stage 2: Alteration to Designation 6700 State Highway 1
– Drury to Bombay and Papakura to Bombay Project Stage 2:
Shared User Path Notice of Requirement 4 (NOR 4) lodged by NZ
Transport Agency Waka Kotahi**

To: Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Submitter: Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon
KW Trustee Limited

C/- Jeremy Brabant / Shannon Darroch
Barrister
Foundry Chambers
Level 4, Vulcan Buildings
PO Box 1502, Shortland St
jeremy@brabant.co.nz / shannon@brabant.co.nz

Introduction

1. Rebekca Kelsey Vernon, Cameron Graham Vernon and CG Vernon KW Trustee Limited (VTL) make this submission on the following notices of requirement lodged (collectively, **NORs**) by NZ Transport Agency Waka Kotahi (**NZTA**):
 - a. Notice of Requirement 2 for the Papakura to Bombay Project Stage 2: Alteration to Designation 6700 State Highway 1 – Drury to Bombay (**NOR 2**); and
 - b. Notice of Requirement 4 for the Papakura to Bombay Project Stage 2: Shared User Path (**NOR 4**).
2. NOR 2 is to alter State Highway 1 (**SH1**) designation 6700 to authorise SH1 improvements to an area between south of Quarry Road overbridge and the SH1 Great South Road overbridge at Bombay, including the construction of a new interchange at Drury South and associated infrastructure.

3. NOR 4 is for the designation of a new shared user path to be constructed from an area 200m north of Quarry Road to the existing Bombay/Mill Road Interchange and associated infrastructure.
4. VTL is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (RMA).

Context

5. VTL own land at 1799A Great South Road, Bombay (Site).
6. The Site is immediately adjacent to SH1 which extends along the Site's eastern boundary and is zoned Rural – Mixed Rural zone under the Auckland Unitary Plan Operative in Part (AUP) as shown in Figure 1 below.



Figure 1: AUP GIS map showing the Site's zoning and Site boundary overlaid with the proposed designation boundaries (green dotted notations).

7. The Site is currently used for rural productive purposes including the storage of farming, agriculture and earth moving equipment.

8. VTL was granted building consent by Auckland Council (**Council**) on 15 February 2024 to construct a new steel framed implement shed. The approved building plans set the shed back from SH1 and the Site's overland flowpath. The shed is now constructed.
9. As notified, the designations run through the centre of the now completed shed, enabling the construction of a proposed swale and shared user path within the designated width as shown in Figure 2 below. The works enabled by the designations and the constructed shed cannot co-exist.

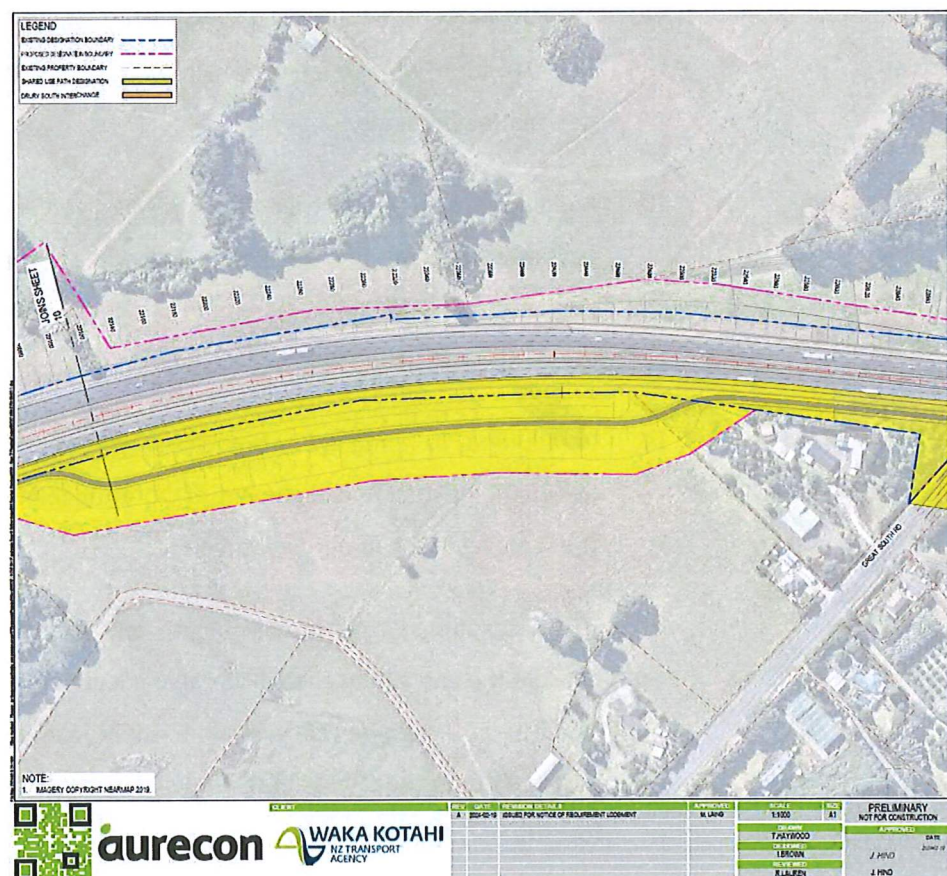


Figure 2: Extract from Designation Layout Sheet 11 (Drawing 506207-0530-DRG-NN-5211 Rev A) showing the proposed SUP designation boundary (yellow notation) and the proposed alteration to existing designation (pink notation) over the Site. I note the base aerial map used is an older aerial which does not show the shed on the Site.

VTL's Submission

10. VTL submission relates to the NORs in their entirety as they affect the Site, with a specific focus on the designation extent and proposed alignment of the project's swales and shared user path located within the Site's boundary.
11. While VTL is generally supportive of the proposed Papakura to Bombay project, VTL **opposes** the extent and alignment of the NORs as it relates to the Site and building located within that property.
12. The presence of existing designation 6700 was a determining factor in the final location of the shed which was deliberately setback from that designation boundary.
13. Building consent to construct the shed was given on 15 February 2024. A few days after that consent issued, NZTA lodged its application for the NORs on 19 February 2024. The NORs were not notified until 14 June 2024 at which time the shed construction was well advanced.
14. In addition to affecting a significant portion of the Site, the notified designation extent and alignment of works enabled by the NORs will require the removal of the brand-new shed.
15. VTL has gone to considerable length and expense to design, locate and consent the implement shed in its current location, well setback from SH1. Its removal will require considerable additional cost and the extent of designation on the Site will render a significant portion of the Site unusable for VTL.
16. The Site's unusual geometric shape combined with the single metalled access way, extent of overland flow path and significant designation extent will render much of the Site unusable for its zoned purpose and the intended use of the Site envisaged by VTL.
17. The loss of usable land on the Site as well as the loss of use of the constructed shed will result in significant adverse effects on the use of the Site which VTL say have not been appropriately considered by the Assessment of

Environmental Effects (AEE). VTL also considers there to have been an inadequate consideration of alternatives with respect to the shared user path traversing private property.

18. VTL considers that the proposed swales and shared user path can be achieved and accommodated either further to the north of the Site or through the imposition of a reduced designation extent that avoids the constructed shed. VTL would encourage the revisit of the notified designation extent on the Site and the open discussion of how an alternative option could better achieve the project's outcome which has lesser impacts on the Site.
19. In addition to seeking a revision to the designation extents and proposed location and alignment of the NORs (including swales and the shared user path), VTL seeks:
 - a. Specific provision for early land acquisition and/or compensation in circumstances where it is confirmed that land or buildings are required for the project;
 - b. A requirement for the designations to be periodically reviewed (i.e. every 5 years) prior completion of construction;
 - c. Strengthened conditions relating to land integration, stakeholder and communications management, urban design and landscape management and flood hazard management; and
 - d. Specifically in relation to NOR 4 that the proposed lapse date be reduced from 20 years to 15 years.

Relief Sought

20. VTL seeks that Council recommends NOR 2 and NOR 4 be **refused**.
21. Alternatively, if the recommendation is to approve the NORs, that they be amended to:

- a. Avoid adverse effects on established activities and buildings on the Site by reducing the width of the NORs;
 - b. Avoid adverse effects on established activities and buildings on the Site by relocating, redesigning or realigning the NORs to avoid existing buildings;
 - c. Strengthen the proposed conditions to address the particular issues raised by VTL above; and
 - d. Any other relief required to achieve the outcomes sought in this submission.
22. VTL wishes to be heard with respect to its submission.
23. If others make a similar submission, VTL will consider presenting a joint case with them at hearing.

Signature:

Rebekca Kelsey Vernon, Cameron Graham
Vernon and CG Vernon KW Trustee Limited
by their authorised agent:



Jeremy Brabant

Date:

15 July 2024

Address for service: Jeremy Brabant / Shannon Darroch
Foundry Chambers
Level 4, Vulcan Building
Cnr Queen Street and Vulcan Lane
PO Box 1502, Shortland St
Auckland

Mobile: 021 494 506 / 021 077 8497

Email: jeremy@brabant.co.nz
shannon@brabant.co.nz

**SUBMISSION ON REQUIREMENT FOR DESIGNATION OR HERITAGE ORDER OR ALTERATION OF
DESIGNATION OR HERITAGE ORDER THAT IS SUBJECT TO PUBLIC NOTIFICATION OR LIMITED
NOTIFICATION BY A TERRITORIAL AUTHORITY**

Section 168A, 169, 181, 189A, 190 and 195A, Resource Management Act 1991

To Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Email: unitaryplan@aucklandcouncil.govt.nz

- 1 The submitter is Bone 187 Limited. The address for service is C/- Martin Milford-Cottam :
martin@quadrant.co.nz.
- 2 Please address all communications to SFH Consultants Limited c/- Daniel Shaw :
daniel@sfhconsultants.co.nz
- 3 This is a submission on the notice of requirements from NZTA for designations referred to as;
 - 3.1 Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6701 State Highway 1 – Bombay (NoR 3);
 - 3.2 Papakura to Bombay (P2B) Project Stage 2: Shared User Path (NoR 4).
- 4 The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (**RMA**).
- 5 The specific parts of the NORs that this submission relates to are those that affect the submitter's property at Mill Road, Bombay, and the surrounding area.
- 6 The submission is:
 - 6.1 **Submitter**
 - 6.1.1 Bone 187 Limited is the registered owner of several individual properties which are operated together to provide for rural production activities.
 - 6.2 This is a working Horticultural site and Glasshouse operator. NZ Hothouse grows, packs and ships 30% (by value) of New Zealand's Tomatoes and Cucumbers. At the height of the season there are over 200 FTE's (fulltime equivalents) working on site. At peak times, the site employs teams of part time contractors for crop plantings, extraction, and peak harvest periods. This can add up to 120 vehicle movements per day. Of note, the busiest season is between September and April when the site has the highest production and the maximum number of vehicle movements.
 - 6.3 The staff and management plus delivery vehicle movements (in or out) would be up to 400 per day. Full sized truck and trailer (Gross Laden Weight 50 tonnes) movements would be up to 40 per day, shipping finished produce out and receiving growing inputs in. Waste management is a combination of their own hook bin rubbish truck and 3rd party waste

management providers, up to 20 movements per day. Less frequent are maintenance contractors visiting the site, of which there would be around 5-10 visits per day.

- 6.4 There are three managers homes on the sites. Also sharing the driveway is Mr Andrew Bayly (Local MP) who has the house at the rear (North) of the property.

6.5 Site Description

6.5.1 The properties include;

- a. S Hway Highway Bombay Franklin (**Section J Survey Office Plan 59273 held in record of title 133285**) – being some 5.1573ha in area;
- b. Mill Road Bombay (**Lot 2 DP 314194 held in record of title 56129**) – being some 2.6205ha in area;
- c. 165A Mill Road Bombay (**Lot 1 DP 105440 held in record of title NA58A/855**) – being some 2.8799ha in area.
- d. 185A Mill Road Bombay (**Lot 1 DP 340860 held in record of title 167979**) – being some 10,003m² in area;
- e. 187 Mill Road Bombay (**Lot 1 DP 308789 held in record of title 34124**) – being some 8575m² in area;
- f. 187A Mill Road Bombay (**Lot 4 DP 314194 held in record of title 56131**) – being some 11.9150ha in area;

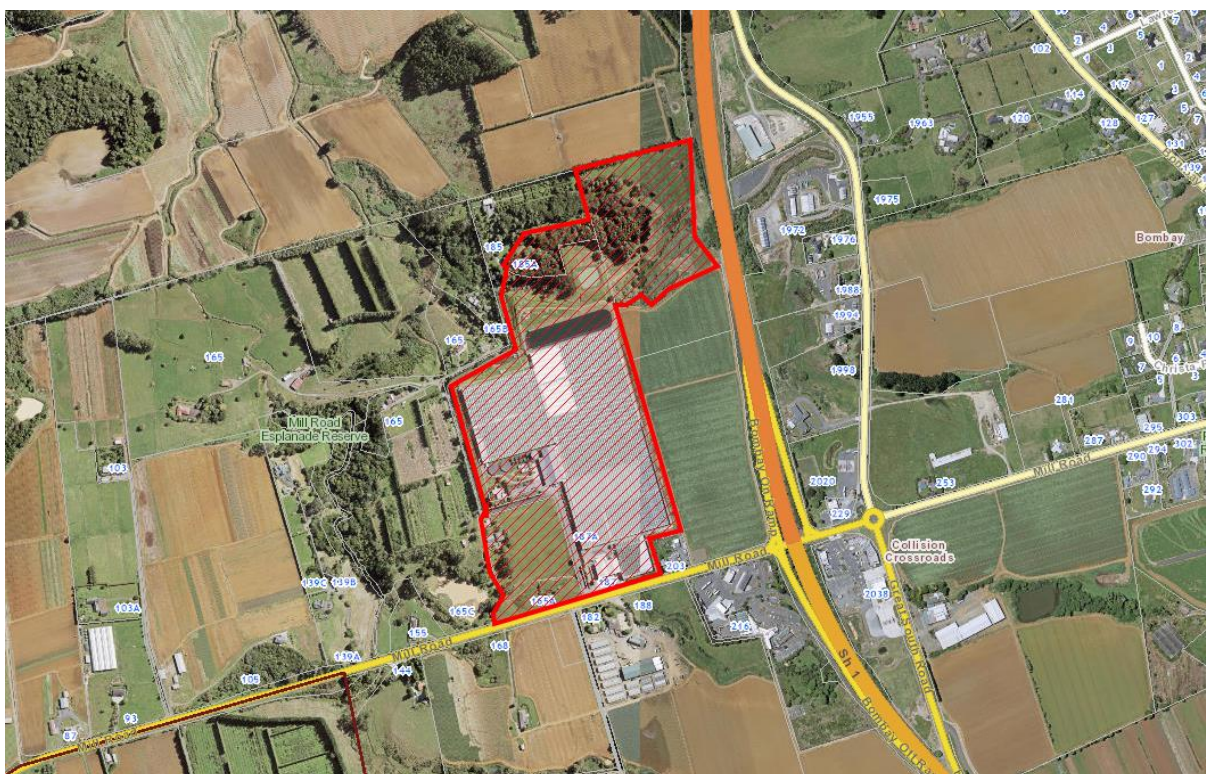


Figure 1: Aerial Image of the Submitter's Site

- 6.5.2 An area of 6600m² is affected along the eastern boundary with state highway 1. An area of 1000m² is affected along the frontage of Mill Road.

- 6.5.3 With a site area totalling 24.4305ha, the property contains a significant rural production and packaging operation. While normally this would mean there is very little impact of a small area of land being taken for road widening, there are nuanced issues that require careful consideration to preserve the site's ability to function.
- 6.5.4 There is no vehicle access from the site to the east given the presence of State Highway 1. There is no access to the west or north given the presence of streams, floodplains, wetlands, significant ecological areas, and adjacent landowners. Access to the south is constrained and funnelled given adjacent landowners and also due to the stream and associated floodplains, overland flow paths and riparian margins. As such, vehicle access needs to be maintained as existing, otherwise the operation of the site will be compromised.
- 6.5.5 The frontage of the sites to Mill Road includes areas of parking for workers and employees, loading areas for trucks including truck and trailer units, and landscaping and vegetation for screening. Multiple vehicle crossings are provided to the properties, and this is required due to the more efficient layout relating to truck and trailer manoeuvring. The frontage also includes the glass houses, and a pack house used for packing the produce ready for distribution. These areas generally need to be maintained as is otherwise, re-arrangement onsite is required which will likely lead to a reduction in productivity.
- 6.5.6 Within the Mill Road environs there is a stream which enters the property from the adjacent side of the road, is piped under the site, and opens up to the west of the driveway. The associated overland flow paths and flooding, if altered, have the potential to adversely affect the sites operations and its productivity.
- 6.5.7 As the rear open space near the Highway is used for the disposal of wastewater, the loss of land increases the site area to discharge ratio which can have negative impacts on the environment and the ability for the commercial covered crop operator to spread wastewater and nutrients onto their land.
- 6.5.8 The record of title is enclosed within **attachment A** and the AUP zoning maps and aerials are enclosed within **attachment B**.

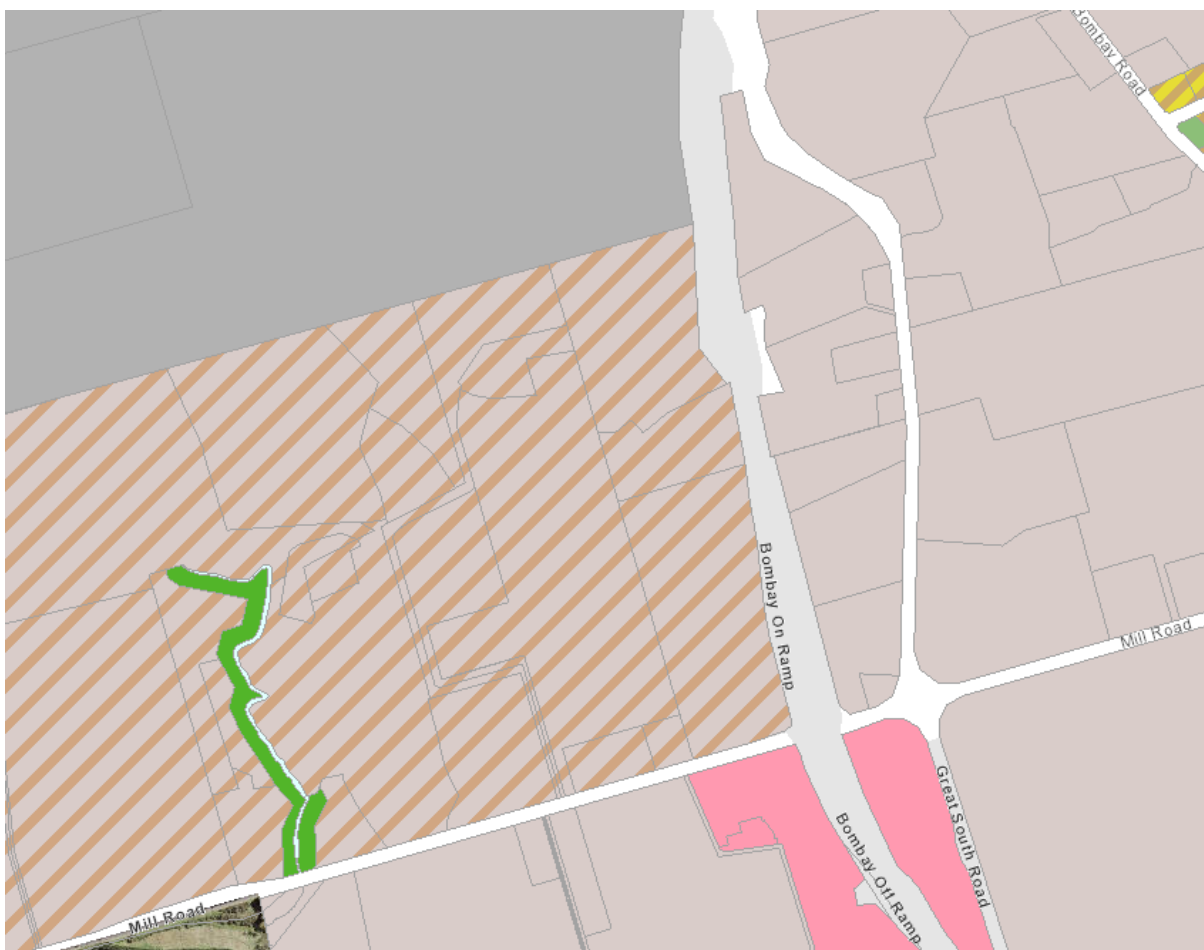


Figure 2: Zoning Map

- 6.5.9 As illustrated in the image above, the site's are zoned Rural – Mixed Rural zone, and are surrounded by Rural – Rural Production zone, as well as adjacent the Business – Neighbourhood Centre zone. The northern properties are within the Special Purpose – School zone.
- 6.5.10 The area is also subject to a range of overlays including Significant Ecological Areas, High-use Stream Management Area, and High-Use Aquifer Management Area, Quality Sensitive Aquifer Management Area. Moreover, there are streams, wetlands, and natural hazards such as flooding and overland flow paths.

6.6 Proposed NORs

- 6.6.1 The Papakura to Bombay (P2B) Project Stage 2 includes five (5) Notices of Requirement. The purpose the P2B Project Stage 2 is to provide upgrades to SH1 between Drury South and Bombay, improving accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of the existing transport corridor.
- 6.6.2 The objectives of NZTA for the proposed work and P2B project overall are to;
- Improve the safety and resilience of the SH1 network between Papakura and Bombay;

- Increase transport choice and accessibility to support growth in the south of Auckland;
- Support national and regional economic growth and productivity; and
- Support the inter and intra-regional movement of people and freight.

6.7 Papakura to Bombay (P2B) Project Stage 2: Alteration Designation 6701 State Highway 1 – Bombay (NoR 3)

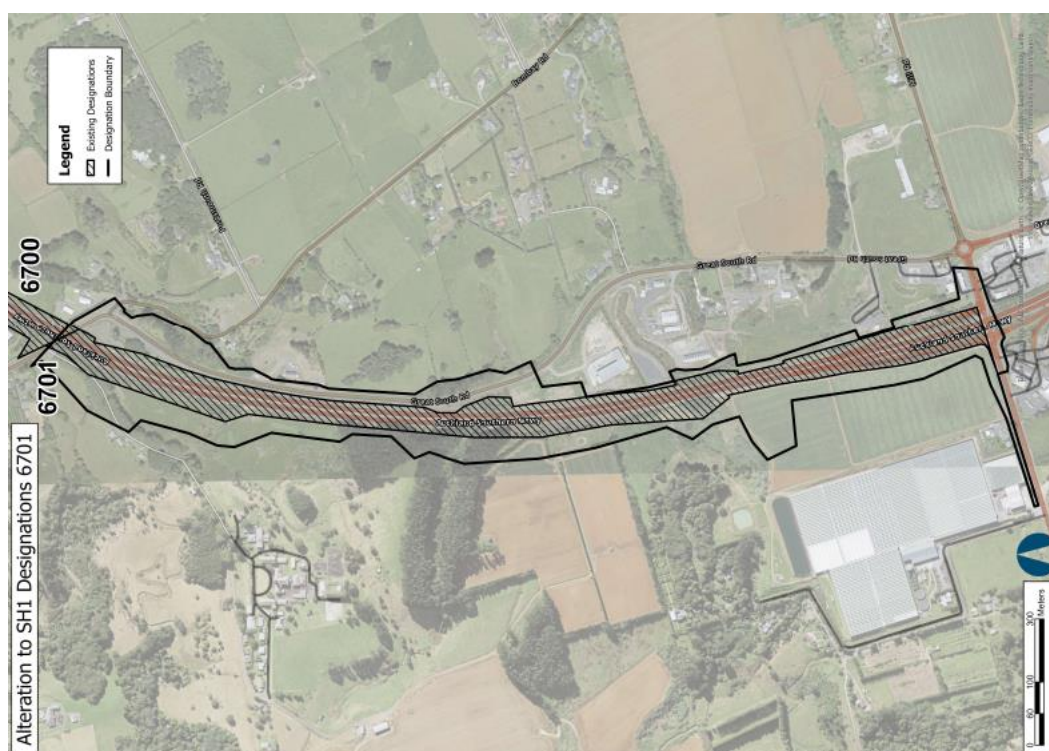


Figure 3: NOR3 Extent

6.7.1 The proposed work to be undertaken within the area of the proposed designation alteration is alterations to State Highway 1 (SH1) to provide widening of the existing SH1 corridor and to accommodate the future upgrades to the SH1 network. The proposed work includes:

- Widening the existing SH1 corridor; and
- Accommodating the future upgrades to the SH1 network. This includes safety improvements such as upgrading interchanges, widening shoulders, new barriers, additional lighting and the construction of stormwater infrastructure.

6.8 Papakura to Bombay (P2B) Project Stage 2: Shared User Path (NoR 4)

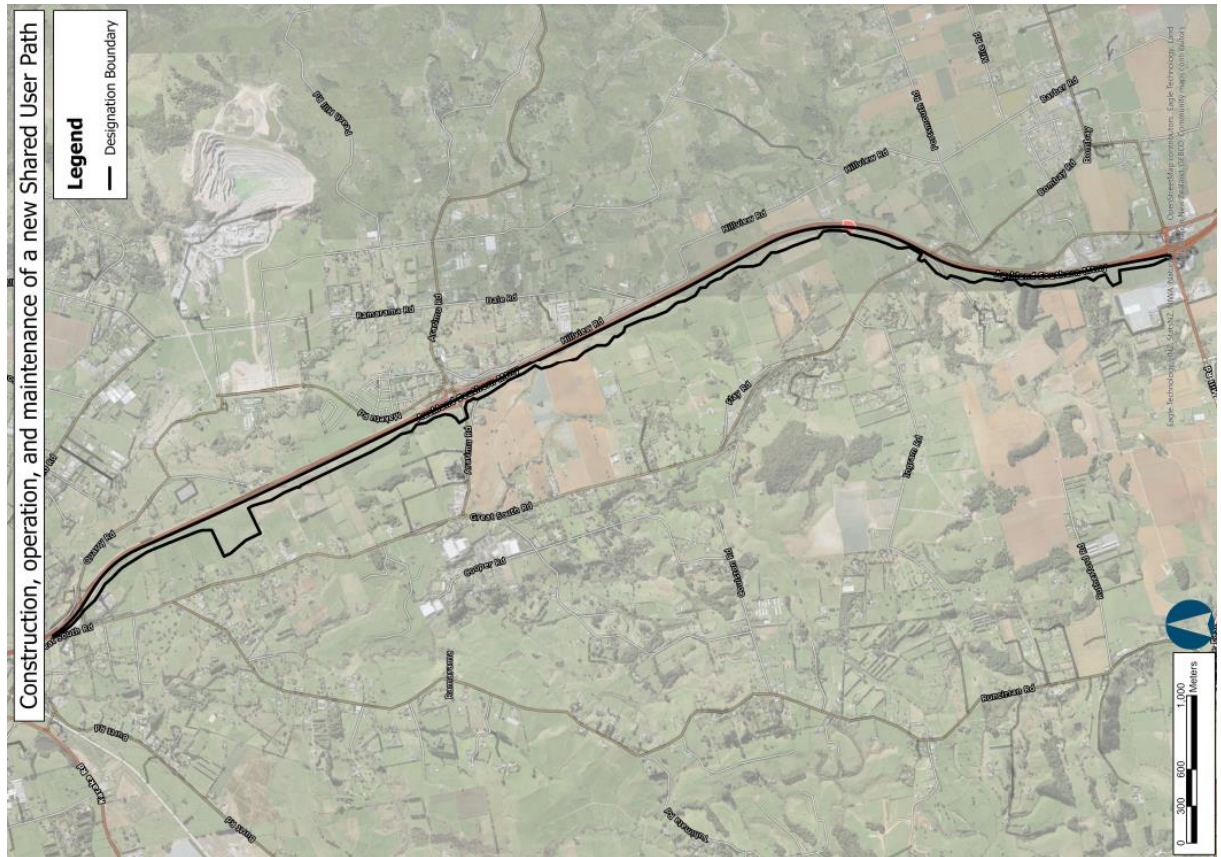


Figure 4: NOR4 Extent

6.8.1 The proposed work enabled by the NoR is for the construction, operation, and maintenance of a new Shared User Path (SUP). The NoR enables the following works:

- A 3.0m wide SUP located on the western side of the motorway (Designations 6706 and 6701) and tie ins to all new and upgraded motorway interchanges (i.e. Drury South, Ramarama and Bombay) and local roads where the proposed work intersects with local roads; and,
- Associated works including intersections, bridges, embankments, retaining walls, culverts, and stormwater management systems.

6.9 Site Specific Impact

6.9.1 While being lodged and notified separately, the NOR's are effectively the same and should be considered together. The following plans show the impact on the submitters properties;

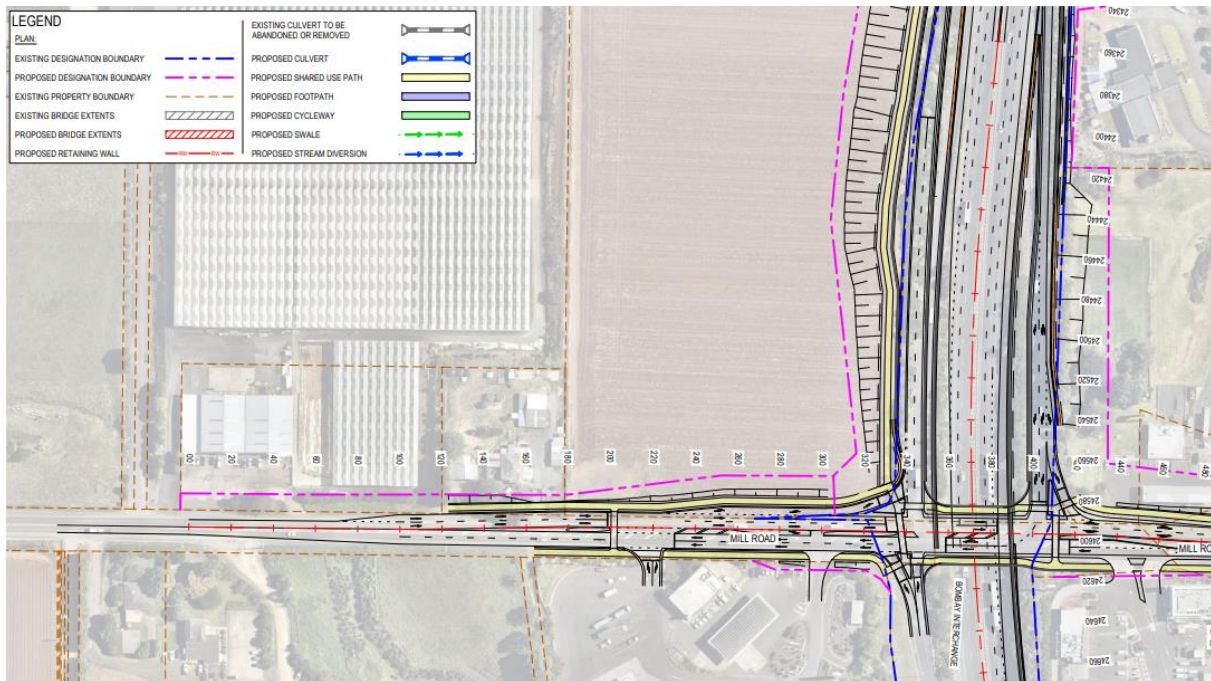


Figure 5: Extent of NOR in the South of the Site

- 6.9.2 As can be seen the proposed designation will affect the entire frontage of 187 Mill Road, which has the potential to impact the vehicle access, gradients and retaining, security gates, front fencing, the deep/steep roadside swales, staff parking areas, front yard landscaping. The establishment of a shared pathway which appears to terminate at the eastern boundary of the site. Changes to on-site road markings.
- 6.9.3 It should be noted that the aerial image utilised in the above image is outdated and does not reflect what is on-site at present. This includes the alterations to the eastern vehicle access.

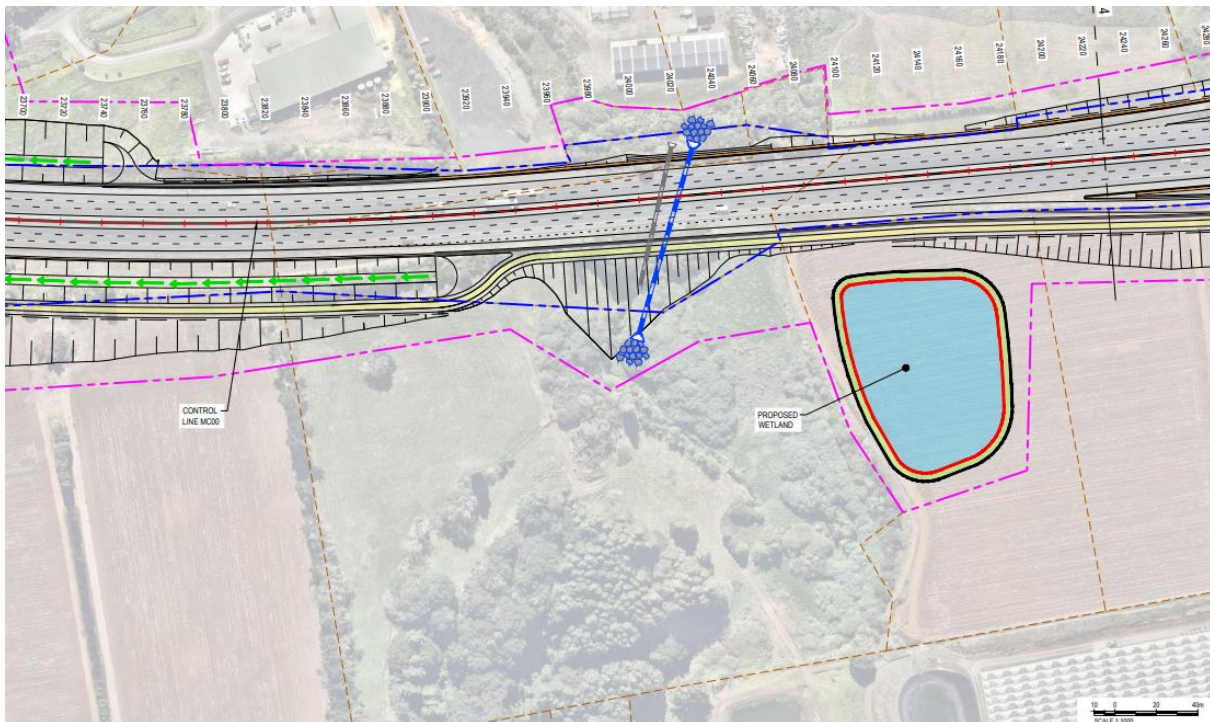


Figure 6: Extent of NOR in the East of the Site

6.9.4 As can be seen the proposed designation will extend further into the site, including large batters, construction areas, new piped stream and discharge outlet, riparian vegetation removal, among other things.

6.10 AUP Provisions

6.10.1 There are various Auckland RPS relevant to the assessment of the proposed designations. This includes chapters B3 Infrastructure, Transport and Energy and B9 Rural Environment.

6.10.2 B9 of the RPS recognises the significance of the rural environment and the need to protect the productive potential of the land to provide for present and future generations. There is also a need to maintain or enhance rural the rural character of rural areas.

6.10.3 B3 of the RPS provides for infrastructure but clarifies that it should be integrated with land use and the adverse effects need to be managed.

6.11 Landowner Discussions

6.11.1 There have been no discussions with the landowner to date, however, the submitter would be open to discussions with NZTA to better understand the project, the more specific details about how the issues raised can be dealt with and hopefully eventual support for the project.

6.12 Positive Impacts

6.12.1 The submitter acknowledges that the wider proposal of NORs will have positive impacts including improved access to transport and supports active transport for the wider area. However, these need to be balanced with the adverse effects on significant rural businesses such as the one operating from the submitter's property.

6.13 Concerns

6.13.1 Despite the general positive effects, the NOR's will result in significant negative impacts for the submitter. The submitter is concerned about:

- (a) Any changes to their vehicle access points at Mill Road which would compromise the ability for trucks and vehicles to enter and exit the site, maintaining the productive capacity. Given the onsite development, and environmental constraints, there are limited alternative access points.
- (b) Conflict between the vehicle crossings to the site and any future shared pathway, which would compromise the site's ability to continue operating including the number and type of vehicles. The shared pathway terminates just short of the site at 187 Mill Road and appears to just end without any integration along the frontage of the submitters site. The submitter is concerned with the lack of detail and how the project will tie into the existing road edge and the frontage of 187 Mill Road. Given the trip volumes from the site, including the large trucks, there is potential for safety issues to path users.
- (c) Any changes to the frontage of the site that would reduce the number of onsite parking spaces for staff members required for site operations. Given the development onsite, and the environmental constraints, there are limited other locations where onsite parking can be provided for (without flow on effects including reducing productive capacity or compromising the truck manoeuvring areas).
- (d) Any changes that would impact the site's ability to provide security fencing and controlled access gates. Security is essential for the business, with the need to exclude members of the public from their site for a range of reasons including health and safety.
- (e) Any gradient changes or change in levels that would require larger areas of works to provide for appropriate gradients at the sites access and egress locations. Altering the gradient of the vehicle crossings can impact the ability of large trucks entering or leaving the site, and this would compromise the ability of the site to continue to provide for their functional requirements.
- (f) Any changes to the flooding and overland flow paths including location, depth and velocities. Changes can result in significant impacts for the business's ability to operate and function. This includes the driveway, parking and loading areas, as well as the rear area of the site used for wastewater disposal and the onsite stormwater. New risks to people and property and the produce onsite is a major concern and one that is becoming more highlighted given the recent events around the country.
- (g) Large batters result in the need for a significant amount of land being required in the east of the site. Alternatives such as retaining walls or changes in gradients along the shared pathway could reduce the extent of area taken and enable more land to be maintained for rural production, which is a major issue in this area.
- (h) The new wetland illustrated in figure 6 above, does not provide details of the outlet point or discharge details. The submitter is concerned that large amounts of water discharged into the stream or onto their property at this location may adversely affect their ability to utilise their site, due to significant changes in floodplain areas, depths and velocity of flows.

- (i) The reduction in land available for the onsite discharge of nutrients and wastewater, will significantly impact the business's ability to operate and dispose of wastewater efficiently.
- (j) Further to the above comments, which may partially be resolved through revised to the conditions for each of the designations.

6.14 Conclusion

- 6.14.1 While the intended benefits of the NORs and transport upgrades are acknowledged, they have the potential to adversely affect the significant rural production business and activities at the submitters site. Food security and rural production are significant and essential activities that must be protected. Large scale operations such as at the submitter's property need to be maintained and not impacted upon by urban development such as infrastructure upgrades.
- 6.14.2 The Submitter and its advisors seek a meeting with NZTA to discuss the contents of its submission and better understand the NOR details and opportunities for adjustments or conditions to resolve the matters.
- 6.14.3 Bone 187 Limited seeks to be heard in support of its submission and will be providing expert evidence.

Date - 15th July 2024



Daniel L. Shaw (authorised signatory)

Address for Service

C/- SFH Consultants Limited
168 Hibiscus Coast Highway, Orewa, Auckland 0942
For: Daniel Shaw
Email: daniel@sfhconsultants.co.nz



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R. W. Muir
Registrar-General
of Land

Identifier 34124
Land Registration District North Auckland
Date Issued 31 January 2003

Prior References

NA92C/154 NA92C/157

Estate Fee Simple
Area 8575 square metres more or less
Legal Description Lot 1 Deposited Plan 308789
Registered Owners
Bone 187 Limited

Interests

Appurtenant hereto is a right of way and a right to convey water specified in Easement Certificate C468948.5 - 6.4.1993 at 1.58 pm (affects part formerly CT 92C/157)

D684182.1 CERTIFICATE PURSUANT TO SECTION 37 (2) BUILDING ACT 1991 (ALSO AFFECTS CT NA57B/495) - 26.2.2002 AT 1.44 PM (affects part formerly CT 92C/157)

D684182.2 CERTIFICATE PURSUANT TO SECTION 37 (2) BUILDING ACT 1991 (ALSO AFFECTS CT NA57B/495) - 26.2.2002 AT 1.44 PM (affects part formerly CT 92C/157)

12484654.1 Mortgage to Bank of New Zealand - 21.6.2022 at 10:31 am

Search Copy Dated 05/17/2014 12:37 PM, Page 2 of 2
15748 Register Only



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**



R. W. Muir
Registrar-General
of Land

Identifier **56131**
Land Registration District **North Auckland**
Date Issued 20 February 2006

Prior References

34125 NA57B/495 NA92C/156

Estate Fee Simple
Area 11.9150 hectares more or less
Legal Description Lot 4 Deposited Plan 314194
Registered Owners
Bone 187 Limited

Interests

Appurtenant hereto is a water supply right specified in Easement Certificate B311797.11 - 24.7.1984 at 9.24 am (affects part formerly NA57B/495)

Subject to a water supply right over part marked G on DP 314194 specified in Easement Certificate C468948.5 - 6.4.1993 at 1.58 pm

Appurtenant hereto is a water supply easement specified in Easement Certificate C468948.5 - 6.4.1993 at 1.58 pm (affects part formerly NA92C/156)

C468948.6 Bond pursuant to Section 108(1)(b) Resource Management Act 1991 - 6.4.1993 at 1.58 pm (affects part formerly NA92C/156)

Subject to a right to convey water & electricity easements over part marked N on DP 359472 created by Easement Instrument 6758878.17 - 20.2.2006 at 9:00 am

Subject to a right of way, electricity & telephone easements over part marked B on DP 340860 created by Easement Instrument 6758878.22 - 20.2.2006 at 9:00 am

The easements created by Easement Instrument 6758878.22 are subject to Section 243 (a) Resource Management Act 1991
6758878.23 Mortgage to Bank of New Zealand - 20.2.2006 at 9:00 am

Approvals Registered Owners
As to C.T. 578/495
BONE 187 LIMITED
As to S.T. 425/154
K.L. RUSSELL, D.H. SIMON, H.J. SIMON
I HEREBY CERTIFY THAT THIS PLAN
WAS APPROVED BY THE FRANKLIN
DISTRICT COUNCIL PURSUANT TO
SECTION 223 OF THE RESOURCE
MANAGEMENT ACT 1991 ON THE 4th
DAY OF AUGUST 2002 SUBJECT TO
THE GRANTING OR RESERVING OF
THE EASEMENTS SET OUT IN THE
MEMORANDUM HEREON.

CLASS OF SURVEY
LOT 2 & 3
LOT 4 & 5

CLASS OF SURVEY
LOT 2 & 3
LOT 4 & 5

CLASS OF SURVEY
LOT 2 & 3
LOT 4 & 5

Memorandum of Easements
Purpose shown
R.O.W. LOT 2 20P154852
Electricity LOT 3 20P154852
Telephone LOT 3 20P154852
Existing Easement
Purpose shown
Water supply LOT 3 20P154852
NEW C.T. ALLOCATED:
LOT 2 56129 LOT 4 56131
LOT 3 56130
Total Area 17.6605 ha
Comprised in C.T. 925/154 (all) C.T. 34125/411
C.T. 578/495 (all)
1. Douglas Grant, Olafield
being a person entitled to practice as a registered surveyor, do hereby certify that:
(a) The survey to which this document relates is accurate, and was undertaken by me or under my direction in accordance with the Survey Act 1986 and the Survey Regulations 1986.
(b) This document is accurate and has been issued in accordance with that Act and those Regulations.
Signed: [Signature] Date: 18/12/2002
Field Book: P. [Blank] Thence Book: A
Reference Plan: [Blank] Cont: [Blank]
Approved as to Survey by Land Information NZ on: 30/12/2004
Deposited by Land Information NZ on: 20/12/2006
Received: 15 JUL 2004
D.P. 314194



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**



R. W. Muir
Registrar-General
of Land

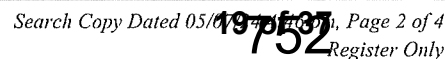
Identifier **133285**
Land Registration District **North Auckland**
Date Issued 19 January 2004

Prior References
GN B488922.1

Estate Fee Simple
Area 5.1573 hectares more or less
Legal Description Section J Survey Office Plan 59273
Registered Owners
Bone 187 Limited

Interests

Subject to a water supply easement over part marked A on SO 335411 created by Easement Instrument 6083743.1 - 19.7.2004 at 9:00 am
Subject to a water supply easement over part marked A on SO 335411 created by Transfer 6096230.1 - 29.7.2004 at 9:00 am
Subject to a right to drain stormwater easement (in gross) over part marked B on SO 335411 in favour of Her Majesty The Queen created by Easement Instrument 6895842.1 - 7.6.2006 at 9:00 am
Subject to Part IVA Conservation Act 1987
Subject to Section 11 Crown Minerals Act 1991



Extract from *N.Z. Gazette*, 26 September 1985, No. 180, page 4227

Land Acquired for Motorway Purposes and for the Auckland-Hamilton Motorway in Block XII, Drury Survey District, Franklin County

PURSUANT to section 20 of the Public Works Act 1981, the Minister of Works and Development declares that, an agreement to that effect having been entered into, the land described in the First Schedule hereto is hereby acquired for motorway purposes, and the land described in the Second Schedule hereto is hereby acquired for the Auckland-Hamilton Motorway and shall vest in the Crown on the 26th day of September 1985.

FIRST SCHEDULE

NORTH AUCKLAND LAND DISTRICT

ALL that piece of land containing 5.1573 hectares, situated in Block XII, Drury Survey District and being part Lot 1, D.P. 43277; as shown marked "J" on S.O. Plan 59273; lodged in the office of the Chief Surveyor at Auckland.

CT 1319/97

SECOND SCHEDULE

NORTH AUCKLAND LAND DISTRICT

ALL that piece of land containing 1.3210 hectares, situated in Block XII, Drury Survey District and being part Lot 1, D.P. 43277; as shown marked "I" on S.O. Plan 59273; lodged in the office of the Chief Surveyor at Auckland.

CT 1319/97

Dated at Wellington this 17th day of September 1985.

J. R. BATTERSBY,
for Minister of Works and Development.

(P.W. 71/2/1/0: AK. D.O. 72/1/2A/0/234)

16/1

Noted
MC

10.30 06.DEC85 D 488922.1

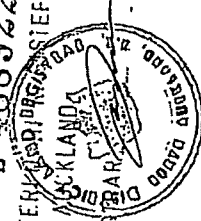
PARTICULARS ENTERED BY REGISTRAR

AND REGISTRY

NICKLANDA

ASST. LAND REGISTRAR

1319/97





NOR4 # 14

Nearmap

100 m

Sun Apr 28 2024
Imagery © 2024 Nearmap, Inc.

237538



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Scale @ A4
= 1:8,000

Date Printed:
4/07/2024



NOR4 # 14



Auckland Council
Te Kauhira o Tāmaki Makaurau

0 50 100 150
Meters

Scale @ A4
= 1:8,000

Date Printed:
15/07/2024

CLAIMER:
This map/plan is illustrative only and all information should be independently verified on site before taking any action.
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257538

NOTATIONS

Appeals to the Proposed Plan

⊠ Appeals seeking changes to zones or management layers

Proposed Modifications to Operative in part Plan

⊠ Notice of Requirements
⊠ Proposed Plan Changes

Tagging of Provisions:

[i] = Information only
[rp] = Regional Plan
[rcpl] = Regional Coastal Plan
[rps] = Regional Policy Statement
[dp] = District Plan (only noted when dual provisions apply)

ZONING

Residential

- Residential - Large Lot Zone
- Residential - Rural and Coastal Settlement Zone
- Residential - Single House Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
- Residential - Terrace Housing and Apartment Buildings Zone

Business

- Business - City Centre Zone
- Business - Metropolitan Centre Zone
- Business - Town Centre Zone
- Business - Local Centre Zone
- Business - Neighbourhood Centre Zone
- Business - Mixed Use Zone
- Business - General Business Zone
- Business - Business Park Zone
- Business - Heavy Industry Zone
- Business - Light Industry Zone

Open space

- Open Space - Conservation Zone
- Open Space - Informal Recreation Zone
- Open Space - Sport and Active Recreation Zone
- Open Space - Civic Spaces Zone
- Open Space - Community Zone
- Water [i]

Rural

- Rural - Rural Production Zone
- Rural - Mixed Rural Zone
- Rural - Rural Coastal Zone
- Rural - Rural Conservation Zone
- Rural - Countryside Living Zone
- Rural - Waitakere Foothills Zone
- Rural - Waitakere Ranges Zone

Future Urban

- Future Urban Zone
- Green Infrastructure Corridor (Operative in some Special Housing Areas)

Infrastructure

- Special Purpose Zone - Airports & Airfields
Cemetery
Quarry
Healthcare Facility & Hospital
Tertiary Education
Māori Purpose
Major Recreation Facility
School
- Strategic Transport Corridor Zone

Coastal

- Coastal - General Coastal Marine Zone [rcpl]
- Coastal - Marina Zone [rcpl/dp]
- Coastal - Mooring Zone [rcpl]
- Coastal - Minor Port Zone [rcpl/dp]
- Coastal - Ferry Terminal Zone [rcpl/dp]
- Coastal - Defence Zone [rcpl]
- Coastal - Coastal Transition Zone



Precincts

--- Rural Urban Boundary

--- Indicative Coastline [i]

Natural Resources

	Terrestrial [rp/dp]	} Significant Ecological Areas Overlay
	Marine 1 [rcp]	
	Marine 2 [rcp]	
	Water Supply Management Areas Overlay [rp]	
	Natural Stream Management Areas Overlay [rp]	
	High-Use Stream Management Areas Overlay [rp]	
	Natural	
	Urban	
	High-Use Aquifer Management Areas Overlay [rp]	
	Quality-Sensitive Aquifer Management Areas Overlay [rp]	
	Wetland Management Areas Overlay [rp]	

Infrastructure

	Airport Approach Surface Overlay	
	Aircraft Noise Overlay	
	City Centre Port Noise Overlay [rcp / dp]	
	Quarry Buffer Area Overlay	
	National Grid Subdivision Corridor	} National Grid Corridor Overlay
	National Grid Substation Corridor	
	National Grid Yard Compromised	
	National Grid Yard Uncompromised	

Mana Whenua

	Sites & Places of Significance to Mana Whenua Overlay [rcp/dp]
--	--

Built Environment

	Identified Growth Corridor Overlay
--	------------------------------------

Natural Heritage

	Verified position of tree	} Notable Trees Overlay
	Unverified position of tree	
	Group of Trees	
	Outstanding Natural Features Overlay [rcp/dp]	
	Outstanding Natural Landscapes Overlay [rcp/dp]	
	Outstanding Natural Character Overlay [rcp/dp]	
	High Natural Character Overlay [rcp/dp]	
	Viewshafts	} Regionally Significant Volcanic Viewshafts & Height Sensitive Areas Overlay [rcp/dp]
	Height Sensitive Areas	
	Regionally Significant Volcanic Viewshafts Overlay Contours [i]	
	Locally Significant Volcanic Viewshafts Overlay [rcp/dp]	
	Locally Significant Volcanic Viewshafts Overlay Contours [i]	
	Modified	} Ridgeline Protection Overlay
	Natural	
	Local Public Views Overlay [rcp/dp]	
	Extent of Overlay	} Waitakere Ranges Heritage Area Overlay
	Subdivision Schedule	

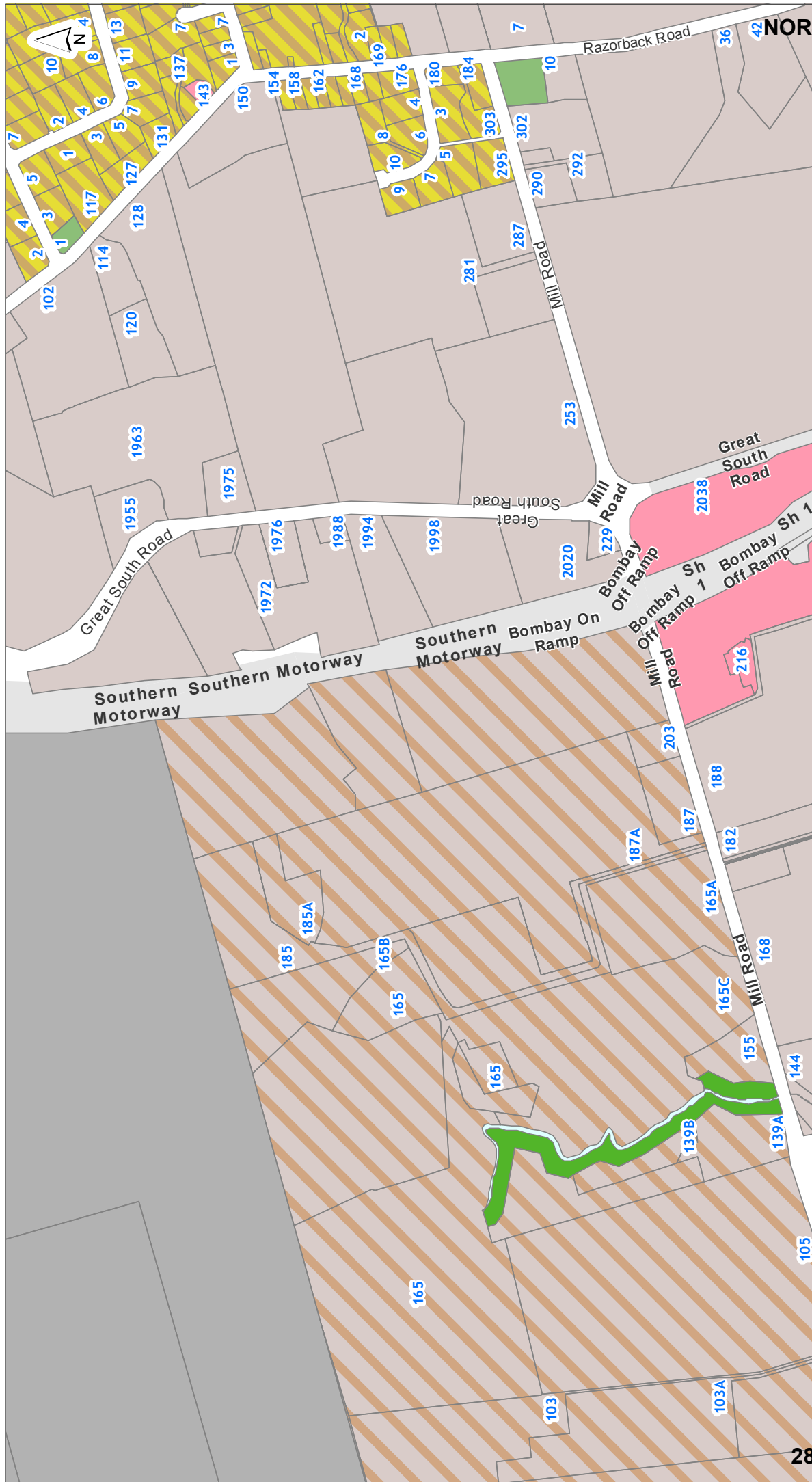
Historic Heritage & Special Character

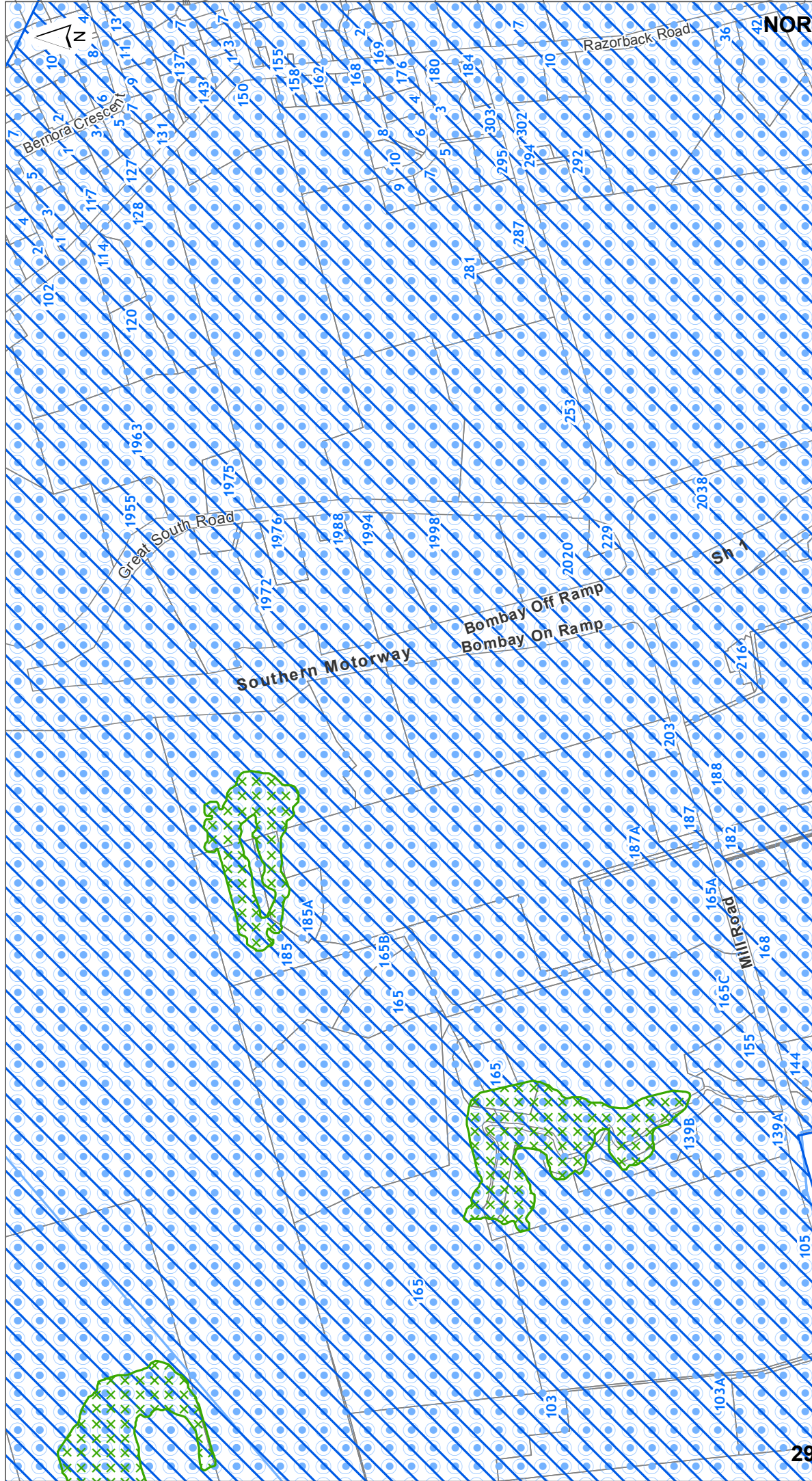
	Historic Heritage Overlay Place [rcp/dp]
	Historic Heritage Overlay Extent of Place [rcp/dp]
	Special Character Areas Overlay Residential and Business
	Auckland War Memorial Museum Viewshaft Overlay [rcp/dp]
	Auckland War Memorial Museum Viewshaft Overlay Contours [i]
	Stockade Hill Viewshaft Overlay – 8m height area
	Stockade Hill Viewshaft [i]

Controls

	Key Retail Frontage	} Building Frontage Control
	General Commercial Frontage	
	Adjacent to Level Crossings	
	General	} Vehicle Access Restriction Control
	Motorway Interchange Control	
	Centre Fringe Office Control	
	Height Variation Control	
	Parking Variation Control	
	Level Crossings With Sightlines Control	
	Arterial Roads	
	Business Park Zone Office Control	
	Hazardous Facilities	} Emergency Management Area Control
	Infrastructure	
	Macroinvertebrate Community Index	
	Flow 1 [rp]	} Stormwater Management Area Control
	Flow 2 [rp]	
	Subdivision Variation Control	
	Indigenous Vegetation 749.7 ha	} Kawau Island Rural Subdivision SEAs Control
	Freshwater Wetland 14.6 ha	
	Surf Breaks [rcp]	
	Cable Protection Areas Control [rcp]	
	Coastal Inundation 1 per cent AEP Plus 1m Control	

Designations





297637
62

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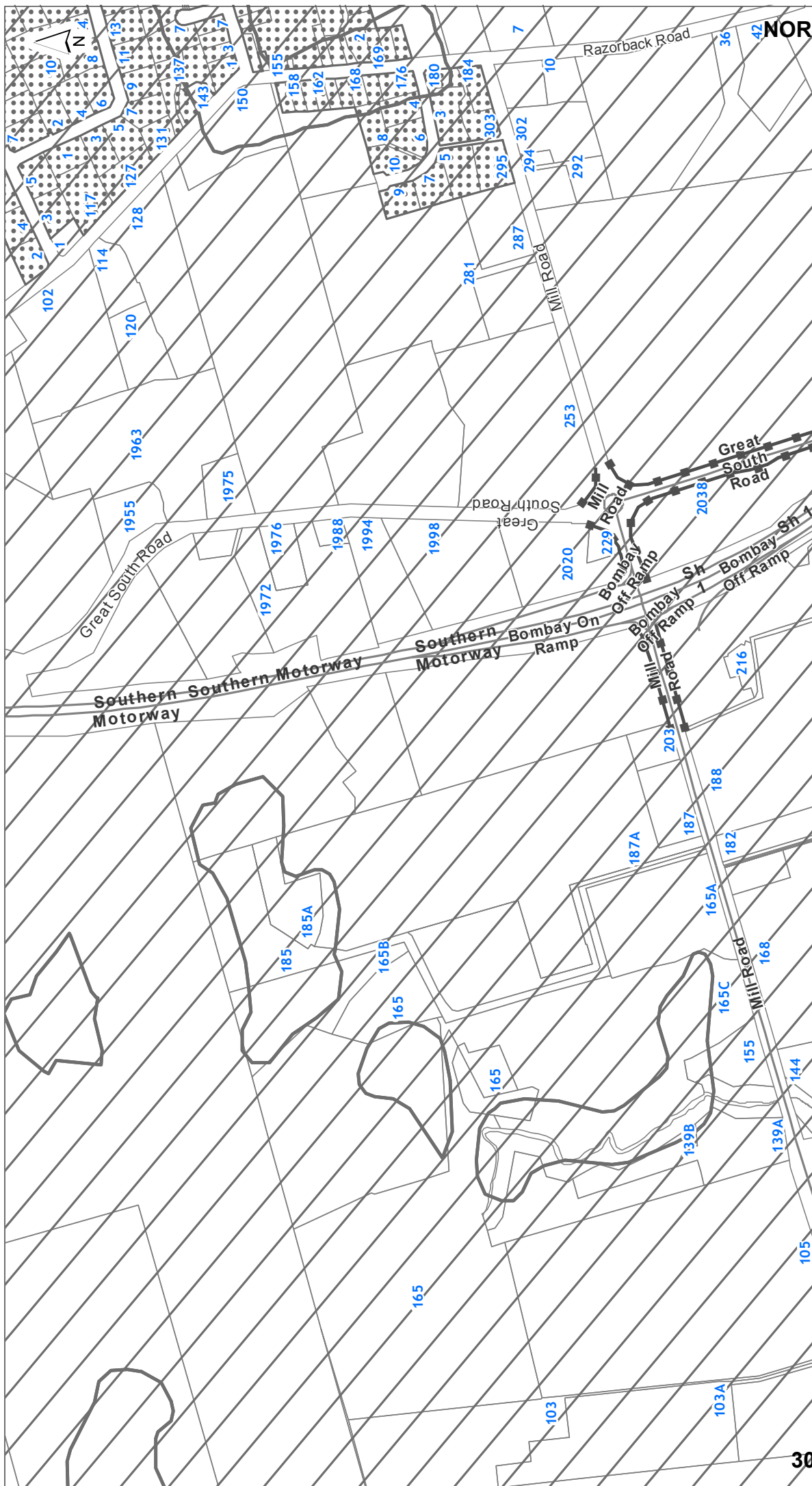
Natural Resources

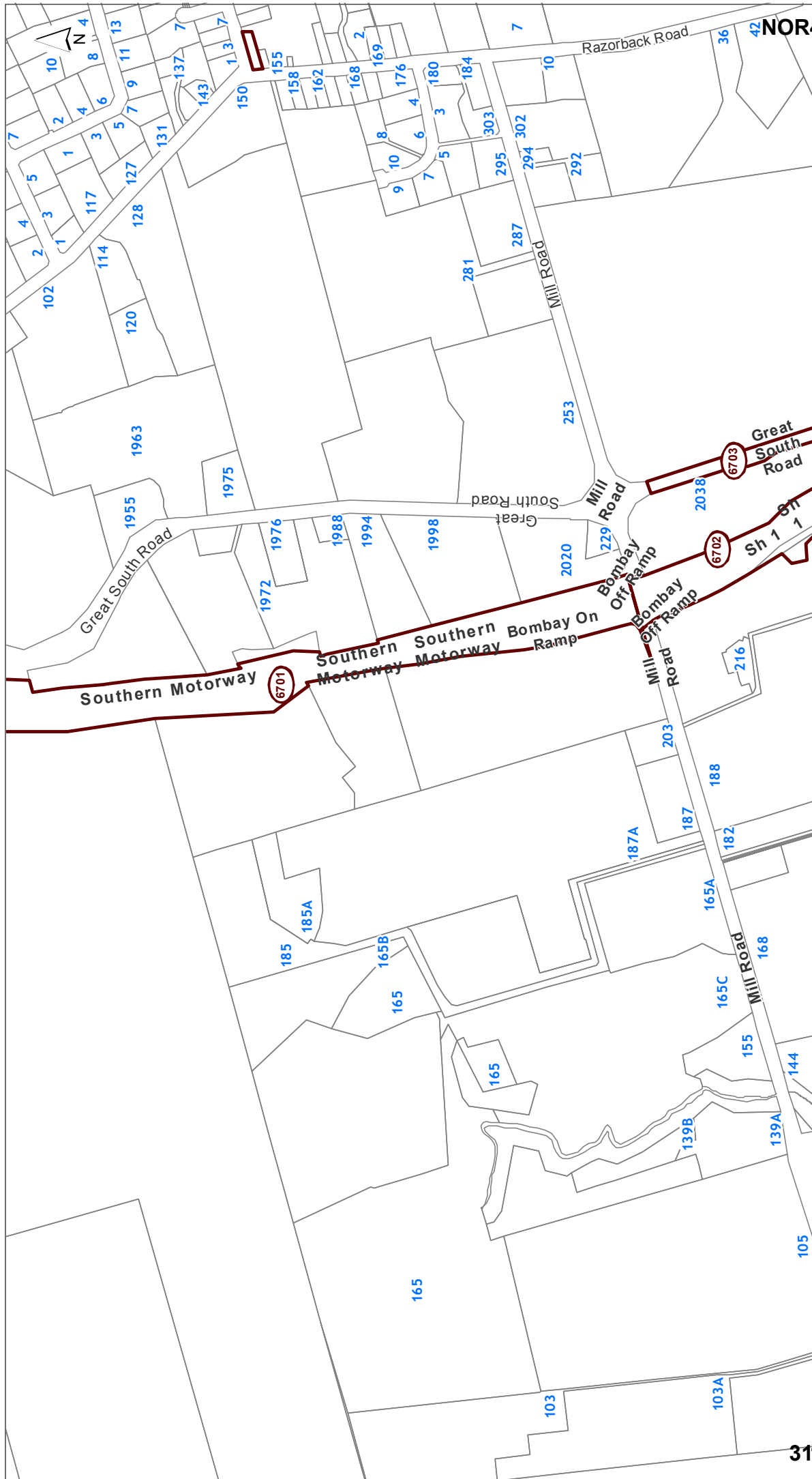
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Date Printed:
15/07/2024

NOR4 # 14



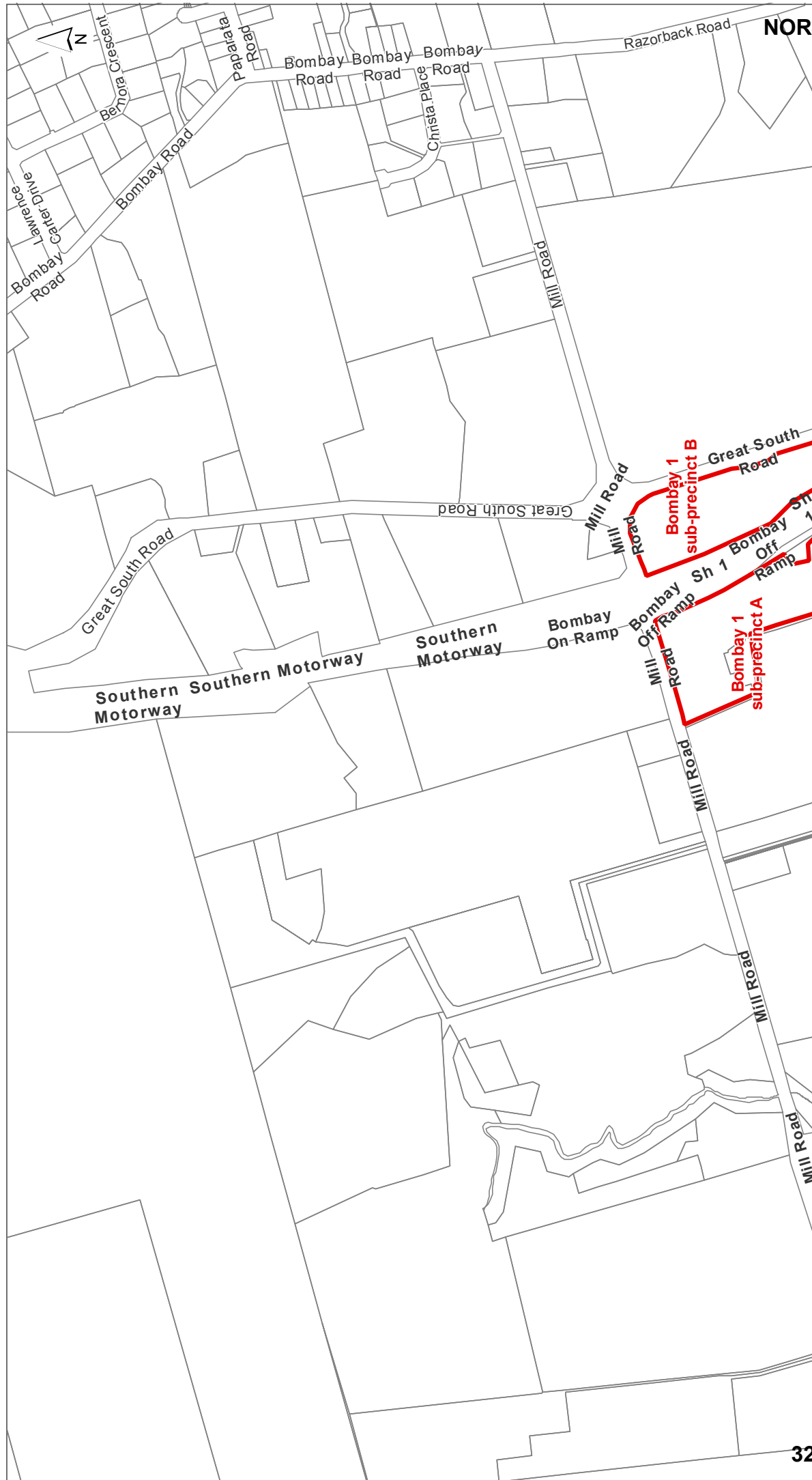


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Designations

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NOR4 # 14



Auckland Council
Te Kaunhera o Tāmaki Makaurau



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Precincts

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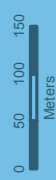
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Historic Heritage and Special Character



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Date Printed:
15/07/2024



Infrastructure



NOR4 # 14



Scale @ A4

Date Printed:
15/07/2024

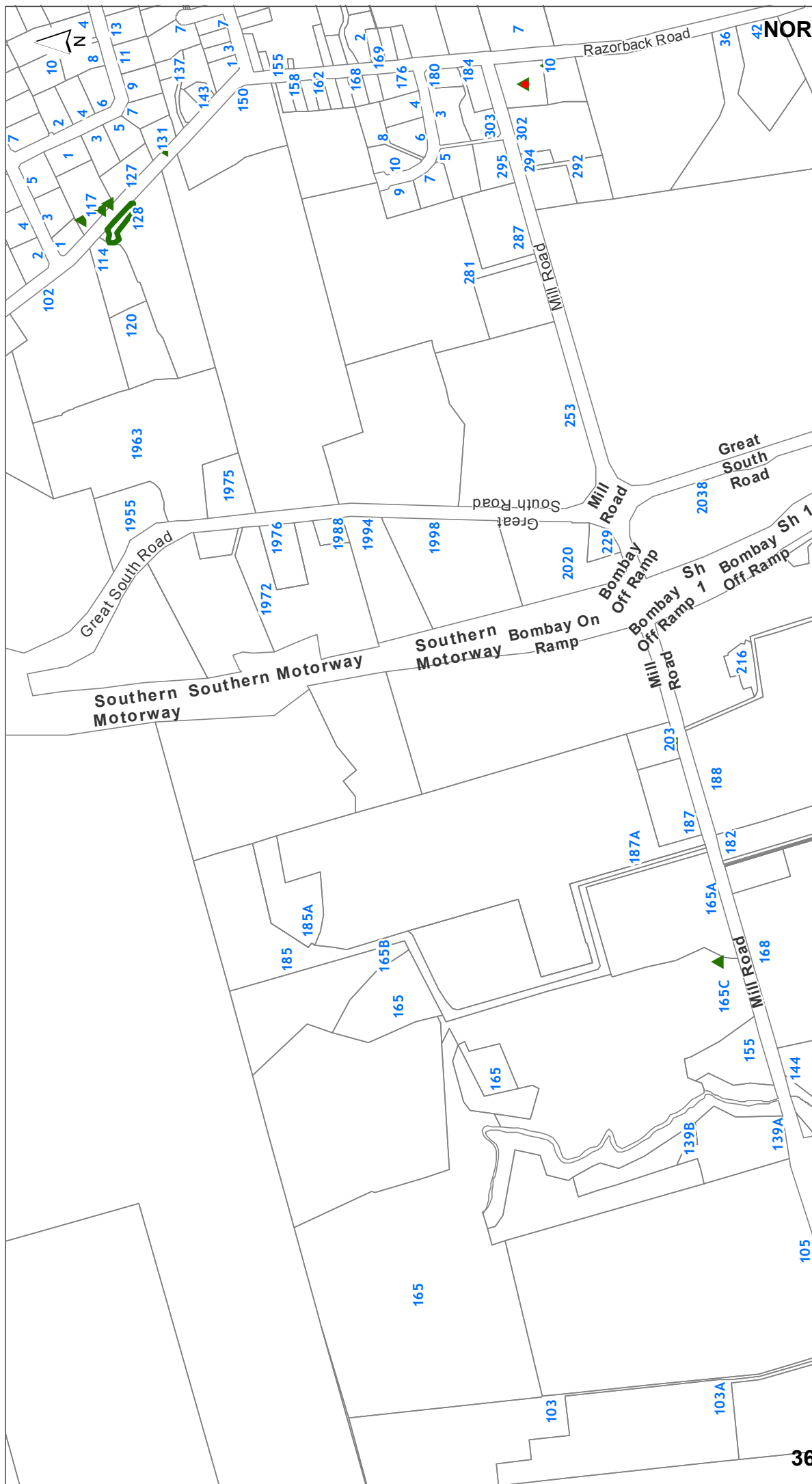


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Mana Whenua

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15/07/2024





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Built Environment

0 50 100 150
Meters

Scale @ A4
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15/07/2024

Appendix 4

9 Submission on NoR 5

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: cameron vernon

Organisation name: Vernon Developments Ltd

Full name of your agent:

Email address: cam@vernondevelopments.co.nz

Contact phone number: 0273230555

Postal address:
290 maxted road ramarama
Ramarama
auckland 2579

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Drury South Interchange Connections (NoR 5)

The specific provisions that my submission relates to are:
1799a great south road boundaries the motoroway. wishing to discuss options on the realignment

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:
Want to discuss a pragmatic approach so it causes the least amount of effect on our property

I or we seek the following recommendation or decision from Auckland Council:
Wanting to discuss the final alignment and how the storm water run off will effect our property

Submission date: 18 June 2024

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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Form 21

Submission on requirements for designations

To: Auckland Council
Private Bag 92300
Auckland 1142
unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Fortysouth Group LP
Trading as Fortysouth
Private Bag 92161
Auckland, 1142

Chorus New Zealand Limited (Chorus)
PO Box 632
Wellington

Connexa Limited (Connexa)
PO Box 91362
Victoria Street West
Auckland, 1142

One New Zealand (One NZ)
Private Bag 92161
Auckland, 1142

Spark New Zealand Trading Limited (Spark)
Private Bag 92028
Auckland, 1010

These parties are making a joint submission and for the purposes of this submission are referred to collectively as the **Telecommunications Submitters**.

The Proposal:

This is a submission on the following notices of requirement by Waka Kotahi NZ Transport Agency (NZTA) for Stage 2 transport projects between Papakura and Bombay in Auckland:

- Papakura to Bombay (P2B) Project Stage 2 NoR 1: Alteration Designation 6706 State Highway 1 – Takanini to Drury (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 2: Alteration Designation 6700 State Highway 1 – Drury to Bombay (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 3: Alteration Designation 6701 State Highway 1 – Bombay (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 4: Shared User Path (Waka Kotahi NZ Transport)
- Papakura to Bombay (P2B) Project Stage 2 NoR 5: Drury South Interchange Connections (Waka Kotahi NZ Transport)

The Telecommunications Submitters are not trade competitors for the purposes of section 308B of the Resource Management Act 1991.

The specific parts of the notice of requirement that this submission relates to are:

The conditions of the designations that relate to Network Utility Operators.

The Telecommunications Submitters' submission is that:

The Telecommunications Submitters have no position on the overall P2B package of transport projects but seek to ensure that existing and potential future telecommunications infrastructure in the project corridors are adequately addressed. Agreed conditions from other Notices of Requirement (NoR) around the region as part of the various Supporting Growth Alliance (SGA) packages have not carried through into these NoRs.

The Telecommunications Submitters **oppose** the proposed designations unless the matters outlined in this submission are satisfactorily addressed.

The organisations collectively deliver and manage the majority of New Zealand's fixed line/fibre and wireless phone and broadband services in New Zealand. The network utility operators in the telecommunications sector deliver critical lifeline utility services (as per Schedule 1 to the Civil Defence Emergency Management Act 2002) including infrastructure to support emergency services calls. It is also crucial for supporting social and economic wellbeing and measures to reduce travel demand. The services

provide opportunities for work from home/remote work solutions through fast internet connections by fibre and/or wireless means which promotes a lower carbon economy.

The equipment used to deliver this is often located in road corridors which act as infrastructure corridors as well as just transport corridors. The works enabled by the proposed designations will affect existing infrastructure that will need to be protected and/or relocated as part of the proposed works. The design and construction of the works should take into account any opportunities for new infrastructure to be installed which is preferable than trying to retrofit necessary telecommunications/ broadband infrastructure later due to disruptions and/ or incompatibility with project design.

Existing Infrastructure

A summary of existing infrastructure located in the project footprints is as follows and is outlined in more details viewable in **Appendix A**:

- Fortysouth Facility: Telecommunication pole by the Ramarama Off Ramp in NoR 1 (supporting both Spark and One NZ network and 2degrees is actively sharing One NZ antennas)
- Connexa Facility: Pole located along the Auckland southern motorway Bombay in NoR 2 (supporting Spark network)
- Connexa Facility: Pole located by 1 Bombay Road in NoR 4 (supporting 2Degrees network)
- Chorus has extensive fibre and copper lines networks throughout the project area.
- Chorus and Spark have existing cables running down east side of motorway. Purple lines on the attached map show the route.

Mobile operators are progressively rolling out roadside equipment and fibre routes in Auckland roads which may be within project corridors when works proceed.

Future Infrastructure Requirements

Network utility operators may need to integrate necessary services into infrastructure projects such as transport projects. This is especially significant for future development relative to the introduction of advanced technology such as 5G infrastructure, which will be crucial to transport infrastructure as well as adjacent development. This is essential to allow the public to maintain digital connectivity and enable equal opportunities through access to new technology.

It is most efficient to coordinate any such services with the design and construction of a project, rather than trying to retrofit them at a later date. As described through the examples given below, this process does not always run smoothly. Previously, Spark, 2degrees and Vodafone (now One NZ) had substantial issues trying to negotiate with the Public Private Partnership (PPP) operator of the Transmission Gully

project in the Wellington Region to install services to provide telecommunications coverage. This process proved to be very difficult as there was no requirement to consult and work with relevant network utility operators in the designation conditions, and post completion of the project design and PPP contracting, it proved to be very challenging to try to incorporate necessary telecommunications infrastructure into the design of this project.

Spark achieved a more satisfactory outcome through participation as a submitter in the Auckland East West Link and Warkworth to Wellsford (W2W) project designation conditions where there was a specific obligation for the Requiring Authority to consult with network utility operators. This had been part of the detailed design phase of the project to identify opportunities to enable the development of new network utility including telecommunications infrastructure where practicable to do so¹.

Satisfactory outcomes on conditions have been agreed recently for Auckland Transport and Waka Kotahi who agreed to amend their proposed Network Utility Management Plan (NUMP) conditions to involve network utility operators during the design phase, whilst Waka Kotahi agreed to a Network Utility Integration condition for the SGA North Package of projects in lieu of the Land Integration Process condition used on Auckland Transport Designations.

All NoRs in this project include a NUMP condition in the construction conditions (CC.6 for NoR 1 and CC.8 for NoR 2-5), which is not the same as the previously and recently agreed upon NUMP condition wording for the other abovementioned SGA projects. The NUMP conditions used in the P2B project NoRs do not include the following clause:

(x) the development of the NUMP shall consider opportunities to coordinate future work programmes with other network utility operator(s) during detailed design where practicable.

Whilst there is no direct obligation on the requiring authority to accommodate such works/opportunities, it is reasonable for there to be provisions to ensure the matter is properly considered during the design phase through consultation with network utility operators as it sets appropriate expectations and ensures these opportunities are properly explored. This facilitates proper consideration of making provision for communications infrastructure that support the function of the roads and/or serves adjacent growth. This should be a consideration distinct from protecting or relocating existing network utilities impacted by the project which has previously been the focus of conditions to manage network utilities.

¹ East West Link Condition NU2, W2W Condition 24A

Consultation with Telecommunications Network Utility Operators

Key to the outcomes the Telecommunications Submitters are seeking is to ensure they are adequately consulted by the Requiring Authorities over effects on their existing infrastructure, as well as being provided the opportunity to discuss any future requirements so this can be considered in the project design.

The Assessment of Environmental Effects (AEE) for each notice sets out the relevant utility providers who have assets within and around the proposed designations and is listed in the Engagement section. Chorus, Spark, 2degrees, and One NZ are listed. However, Connexa and Fortysouth are not, despite having existing infrastructure within and around the proposed designated boundaries, and who have now acquired most of the fixed mobile assets of Spark, 2degrees, and One NZ. Therefore, it is a concern that the various companies will potentially not be properly consulted as part of the NUMP development and project design in the absence of suitable conditions.

Network Utilities Integration (NUI)

The P2B NoRs lodged by Waka Kotahi did not include a condition for Network Utilities Integration, despite previously agreeing to and including this within the SGA North Waka Kotahi NoRs for the hearings.

The exclusion of an NUI condition creates a potential lack of integration and dialogue between the project teams and existing infrastructure providers such as the Telecommunications Submitters. The proposed condition will promote effective collaboration and proper exploration of opportunities with regard to future infrastructure requirements being incorporated into these projects. The Telecommunication Submitters are seeking relief in the form of a satisfactory NUI condition (equivalent to the condition as previously included within the SGA North NoRs) to be included within the 5 Waka Kotahi NoRs for the P2B project, or an alternative condition of like effect in regard to addressing the issues raised by the Telecommunications Submitters.

The Telecommunications Submitters seeks the following decision from the Requiring Authorities:

Amend the NUMP condition for each notice of requirement, as follows:

Network Utility Management Plan (NUMP)

(a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.

- (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities.*
- (c) To achieve the purpose, the NUMP shall include methods to:*
 - (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;*
 - (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;*
- (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project.*
- (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.*
- (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.*
- (x) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.*

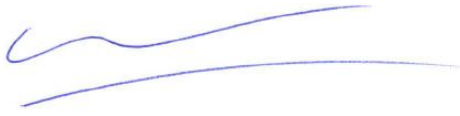
Add a NUI condition equivalent to that proposed for the North Transport Projects between Albany and Orewa designations by Waka Kotahi designations to properly identify and engage with relevant telecommunication network utility operators as part of project design.

Network Utilities Integration

- (a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to consider opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan(s) prepared for the Project.*

The Telecommunications Submitters do wish to be heard in support of its submission.

If others make a similar submission, the Telecommunications Submitters will consider making a joint case with them at the hearing.



Signature of submitter
(Chris Horne, authorised agent for the Telecommunications Submitters)

Date: 26 June 2024

Address for service of submitter:

Chris Horne

Incite

PO Box 3082

Auckland

Telephone: 0274 794 980

E-mail: chris@incite.co.nz

Appendix A

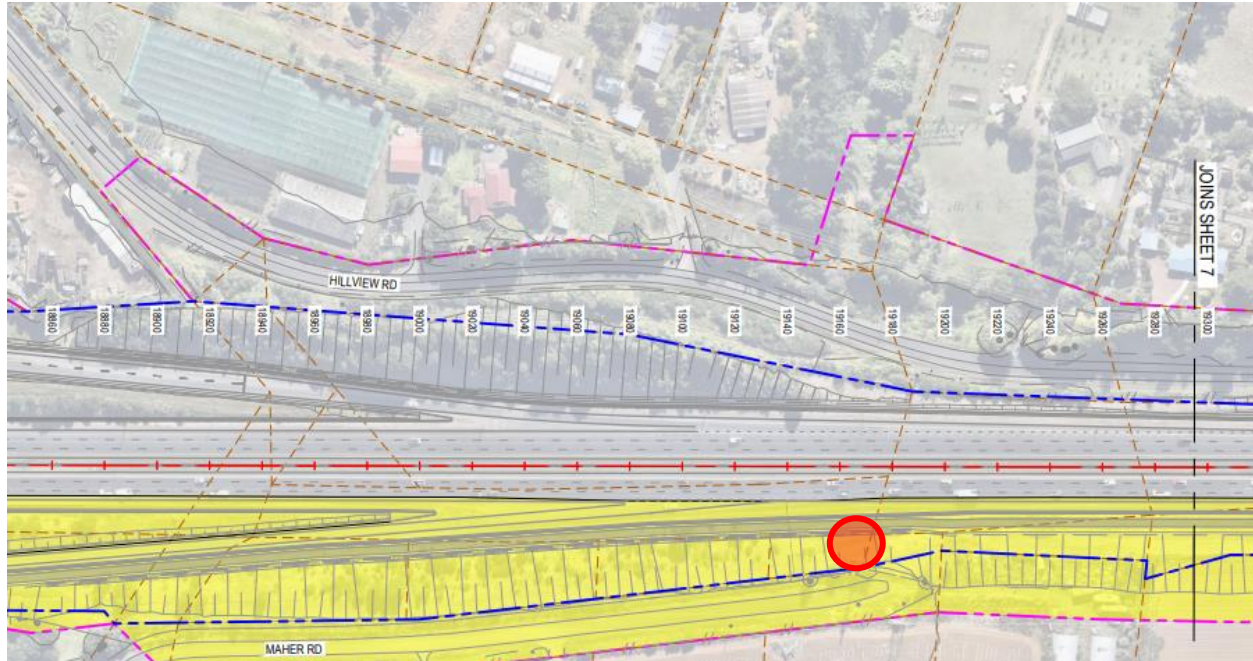
Impacted Telecommunication Facilities

Existing Telecommunication Sites Impacted

Fortysouth

NoR 2 & 4 – Papakura to Bombay (P2B) Project Stage 2. 6700 SH1 – Drury to Bombay/ Shared User Path (Waka Kotahi NZ Transport)

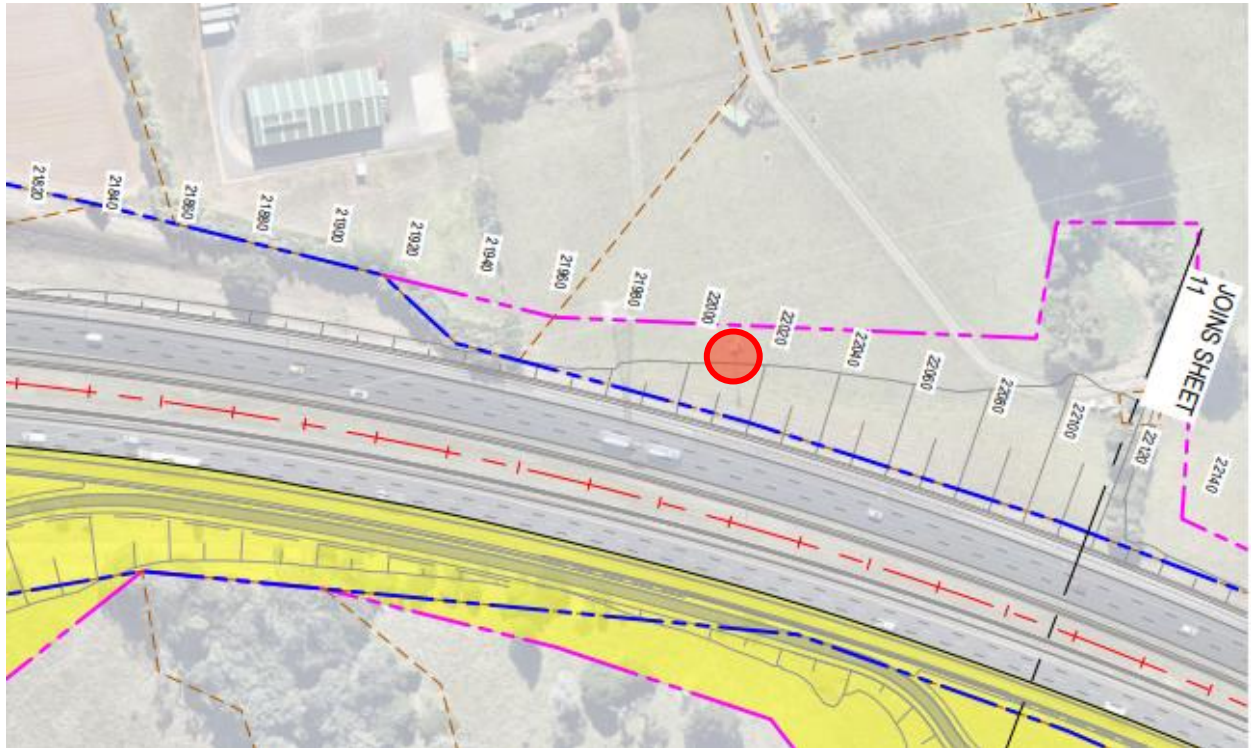
- Pole located along Auckland Southern Motorway, by Ramarama Off ramp (supporting One NZ and Spark antennas, and 2degrees actively sharing the One NZ antennas)



Connexa

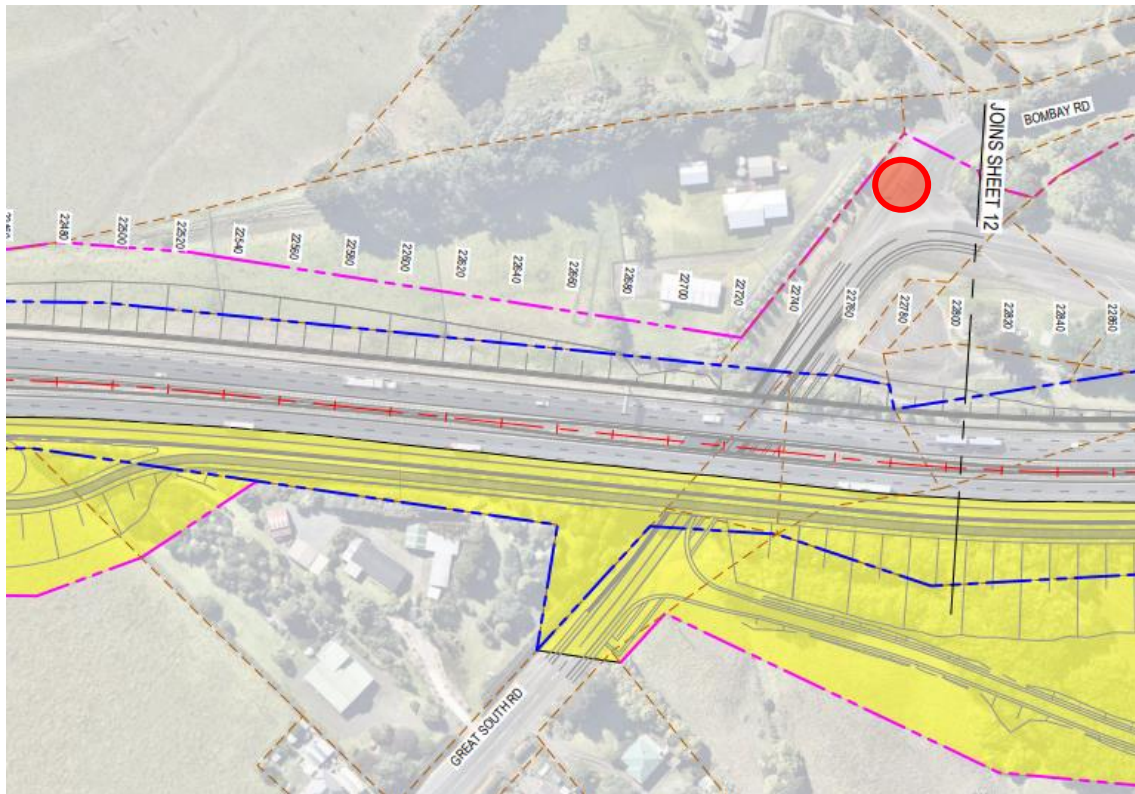
NoR 2 – Papakura to Bombay (P2B) Project Stage 2. SH1 Drury to Bombay (Waka Kotahi NZ Transport)

- Pole supporting Spark antennas



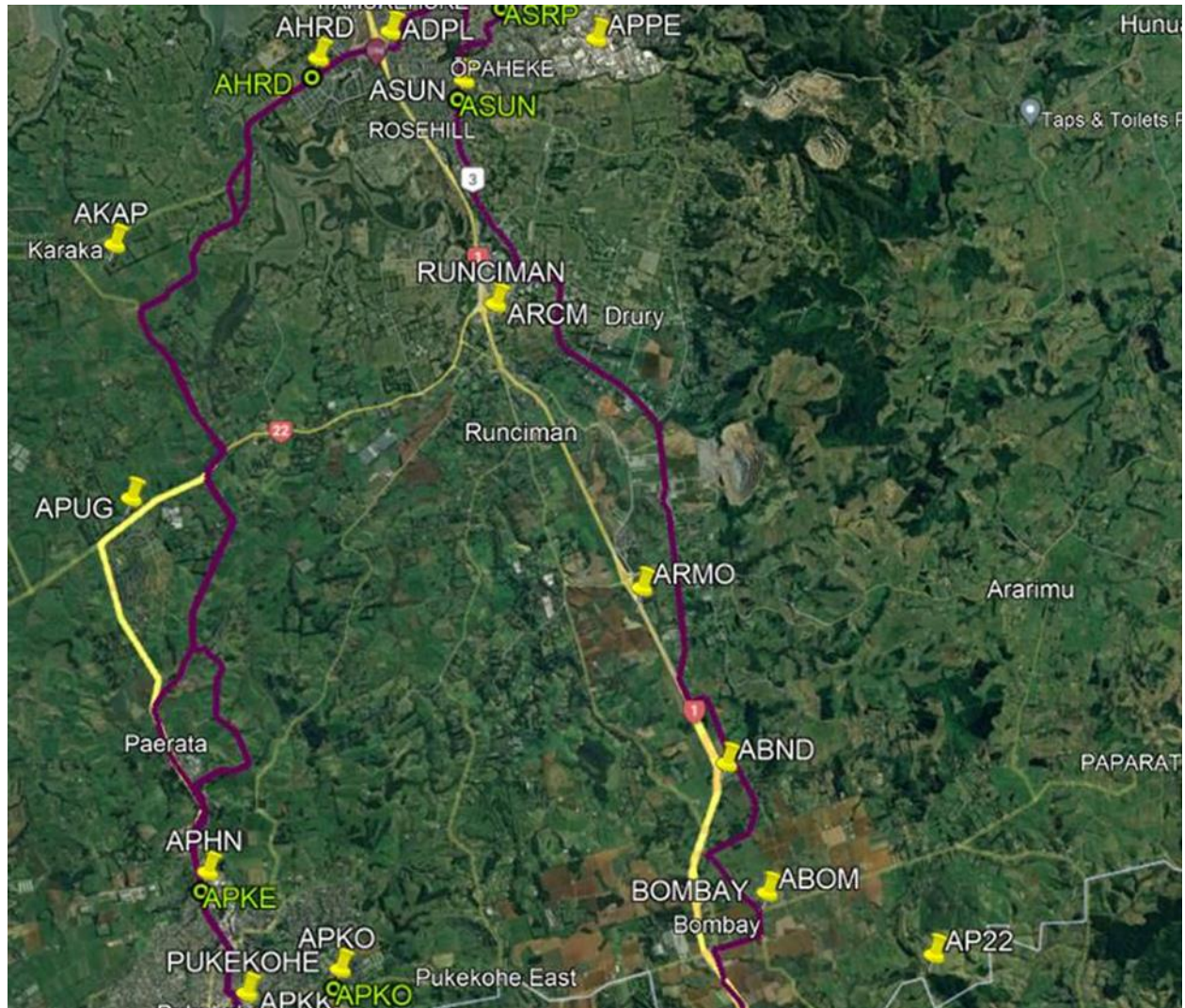
NoR 3 – Papakura to Bombay (P2B) Project Stage 2. SH1 – Bombay (Waka Kotahi NZ Transport)

- Pole located on 1 Bombay Road (supporting 2degrees)



Chorus and Spark

- Chorus and Spark existing cables running down the East side of the motorway. This is shown as the purple lines.



The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Catherine Parker

Organisation name:

Full name of your agent:

Email address: ctdp1823@iconz.co.nz

Contact phone number:

Postal address:
1823 Great South Road
RD3 Drury
Auckland 2579

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Drury South Interchange Connections (NoR 5)

The specific provisions that my submission relates to are:

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
Feel Great South Road would be a more cost effective option for the cycle way

I or we seek the following recommendation or decision from Auckland Council:
Should project go ahead we require a noise wall be installed

Submission date: 11 July 2024

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 **Website** www.AT.govt.nz

15 July 2024

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Notice of Requirement – Papakura to Bombay Project Stage 2

Please find attached Auckland Transport's submission on **Papakura to Bombay Stage 2**. This submission relates to all Notices of Requirement (1-5). The Requiring Authority is the New Zealand Transport Agency

If you have any queries in relation to this submission, please contact me at spatialplanning@at.govt.nz or on +6499305001 EXT 2438.

Yours sincerely

Robbie Lee

Robbie Lee
Planner, Spatial Planning Policy Advice

cc:
Evan Keating
by evan.keating@nzta.govt.nz



Submission by Auckland Transport on Notice of Requirement: Papakura to Bombay Project Stage 2 (1 – 5)

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Notice of Requirement by New Zealand Transport Agency for a new designation – Papakura to Bombay Project Stage 2 (1 – 5)

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 New Zealand Transport Agency (**the Requiring Authority**) have given Notice of Requirement (NOR) for five new designations as part of Papakura to Bombay Project Stage 2. The NORs aim to improve the safety and resilience of the SH1 network between Papakura and Bombay.
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ In fulfilling this role, Auckland Transport is responsible for the following:
 - a. The planning and funding of most public transport, including bus, train and ferry services
 - b. Promoting alternative modes of transport (i.e., alternatives to the private motor vehicle)
 - c. Operating the roading network
 - d. Developing and enhancing the local road, public transport, walking and cycling networks.
- 1.3 Auckland Transport acknowledges that State Highway upgrades are required to address the regional and inter-regional demands associated with Auckland's growth and, in this case, supports in principle the proposed project. Auckland Transport has provided advice and recommendations to ensure that relevant adverse transport effects from this proposal have been adequately avoided, remedied, or mitigated.
- 1.4 The NOR and applications for resource consents have been publicly notified together to provide for the construction, operation, and maintenance of the state highway. This submission relates only to the NOR.

2. Specific parts of the Notice of Requirement that this submission relates to:

- 2.1 The specific parts of the NOR that this submission relates to are set out in Attachment 1. In keeping with Auckland Transport's purpose, the matters raised relate to transport or transport assets.

- 2.2 Auckland Transport **support** the Notice of Requirement subject to the matters raised in **Attachment 1** being appropriately addressed by the Requiring Authority.
- 2.3 Should any transport related matters evolve throughout the Notice of Requirement process, including amendments to transport related conditions, Auckland Transport requests to be notified of such amendments. Auckland Transport will assess the amendments to ensure that any potential adverse transport effects have been appropriately considered.
- 2.4 Auckland Transport is available and willing to work through the matters raised in this submission with New Zealand Transport Agency and appreciates the recent positive engagement prior to this submission being lodged.
- 3. Recommendation sought:**
- 3.1 The recommendations which Auckland Transport seeks from the Council are set out in **Attachment 1**.
- 3.2 In all cases where amendments to the Notice of Requirement are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the recommendations sought.
- 4. Appearance at the hearing:**
- 4.1 Auckland Transport wishes to be heard in support of this submission
- 4.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Rory Power
Spatial Planning Manager

Date: 15 July 2024

Contact person: Robbie Lee
Planner - Spatial Planning Policy Advice

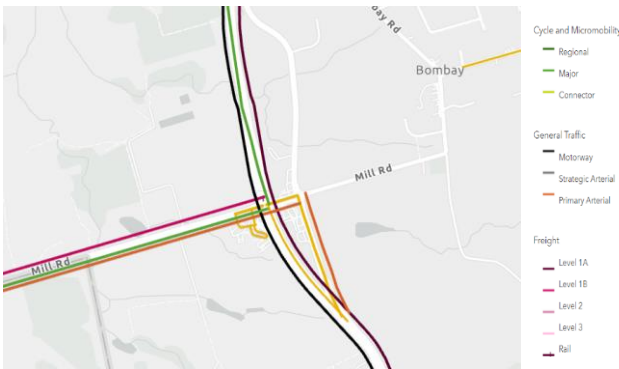
Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 021 204 9623

Email: Robbie.lee@at.govt.nz

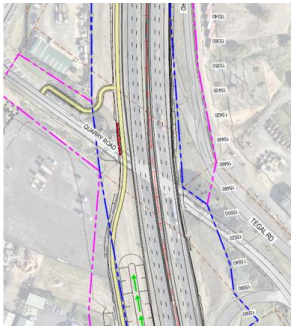
Attachment 1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Matters applicable across all five Notices of Requirement			
Overall	Support	<p>Auckland Transport supports the Papakura to Bombay (Stage 2) Project and the transport benefits it will provide, including the objectives to:</p> <ul style="list-style-type: none"> - Increase transport choice and accessibility to support growth in the south of Auckland - Support the inter and intra-regional movement of people and freight <p>The key considerations for Auckland Transport regarding the Papakura to Bombay (Stage 2) Project are set out below in this submission.</p>	<p>Confirm the NOR and proposed conditions subject to the amendments below. Alternative conditions or any other appropriate relief to address the matters raised in this submission is supported.</p>
Local road network (operational integration)	Support in part	<p>Auckland Transport seeks to ensure that the designation will in the future enable suitable and safe transitions between State Highway connections with local roads. This may include supporting local road upgrades where required to provide safe and integrated network connections.</p>	<p>Amend conditions to include the following or similar in the relevant NoRs:</p> <p>PC.XX</p> <p><i>The NZTA shall prepare in collaboration with Auckland Transport a Network Integration Plan (NIP) for the Stage 2 Project Area, or relevant Project phases, to demonstrate how the Project integrates with the existing local road network and with future improvements planned by Auckland Transport. The NIP shall include details of proposed physical works at the interface between the State Highway and the local road network and shall address planning and design matters such as pedestrian/cycle way connections, lane configuration, traffic signal co-ordination, signage and provision for buses. This includes:</i></p> <ul style="list-style-type: none"> <i>x. Active mode connections at Quarry Road</i> <i>x. Transport connections at the proposed new Drury South interchange with the local road network and Drury South Precinct</i> <i>x. Transport connections at the upgraded Ramarama Interchange</i>

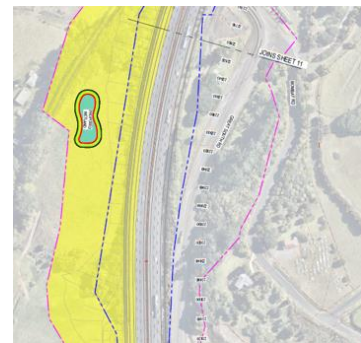
Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<i>x – Transport connections at the Bombay Interchange and Mill Road Bridge</i>
Local road network (construction impacts)	Support	Auckland Transport will need to understand how the local roads within the proposed designation boundary will be affected in terms of potential construction effects and impacts on access to existing properties.	Support pre-construction condition requiring NZTA to consult with Auckland Transport on the temporary effects of the works on the local road network. Support Construction Traffic Management Plan condition regarding maintenance of access to private properties and/or private roads.
Designation Review: Proposed condition GC.3	Support in part	<p>It is important to understand where Auckland Transport will be required to manage and maintain roading assets. It is appropriate and good practice to review and reduce the extent of the designation following completion of construction.</p> <p>However, there is a need for the NOR to consider where there are potential conflicts that will need to be addressed between the freight network and proposed active mode facilities. Mill Road (Bombay) and Pukekohe East Road provide an important freight route and strategic connection in and out of Pukekohe (shown below).</p> 	<p>Amend proposed condition GC3 to include the following:</p> <p>A. <i>As soon as practicable following Completion of Construction the Requiring Authority shall:</i></p> <ol style="list-style-type: none"> I. <i>review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and</i> II. <i>give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</i> <p><u>ADVICE NOTE:</u></p> <p><u>Part of the Papakura to Bombay (Stage 2) NORs will be subject to the review and removal of the designation. Where the section of the designation to be removed will correspond to the area to be vested with Auckland Council as local road with the ultimate form of the local road connections (including future connections) to be determined, NZTA will address integration of the designation and vested local road through pre-outline plan</u></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>As the timing of upgrades for P2B Stage 2 and Supporting Growth Pukekohe: Mill Road and Pukekohe East Road Upgrade (NOR 8) are not certain it is important that consideration is given to how these proposals will integrate to ensure that all strategic modes are adequately accommodated.</p> <p>NZTA should work with Auckland Transport to identify where there are potential points of conflict or need for integration between local roads and the NOR, including how future works will need to provide for any strategic connections.</p>	<u><i>lodgement consultation with Auckland Transport and the application of any relevant approvals.</i></u>
Notice of Requirement 1: SH1 Designation 6706 conditions alteration to SH1 Motorway			
Local road network (operational integration)		It is not clear how the NZTA Shared Use Path will connect with the Great South Road/Quarry Road intersection or how it will join the Quarry Road westbound lane. It is important for the shared use path to integrate with the Drury South Precinct to the West and surrounding local roads. Auckland Transport believe that this could be adequately considered and addressed through a NIP condition.	Support including a condition for NZTA to prepare in collaboration with Auckland Transport a NIP for the Stage 2 Project Area
Network Utility Operators (Section 176 Approval)	Oppose	Auckland Transport, as a Network Utility Operator, seeks certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation. NOR 1 includes designating the following local roads where Auckland Transport will need the ability to provide routine works before construction starts: Tegal Road, Great South Road and Quarry Road. This would be consistent with proposed condition GC.5 for NORs 2-5.	<p>Amend NOR 1 to include the following or similar:</p> <p><i>a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</i></p> <p><i>(i) operation, maintenance and urgent repair works;</i> <i>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</i> <i>(iii) minor works such as new service connections; and</i> <i>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<i>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</i>
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	<p>The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.</p> <p>.</p>	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works, <u>and in relation to the Drury Access Ramp, vesting of roads to Auckland Council</u> for activities on the following roads:</i></p> <p><i><u>x. Tegal Road</u></i></p> <p><i>Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><i><u>ADVICE NOTE:</u></i></p> <p><i><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></i></p> <p>Otherwise retain</p>
Retaining wall		The proposed shared path adjacent to Quarry Rd requires a retaining wall structure (shown in red below).	Confirm whether this retaining structure will be maintained by NZTA. It is noted that the proposed structure will be contained within existing designation boundary.

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			
Notice of Requirement 2: Alteration to SH1 Designation 6700 – ‘Motorway’			
Network Utility Operators (Section 176 Approval): Proposed condition GC.5	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <ul style="list-style-type: none"> a) Maketu Road; b) Ararimu Road; c) Maher Road; d) Hillview Road; and, e) <u>Harrison Road</u>; <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Notice of Requirement 3: Alteration to SH1 Designation 6701 – ‘Motorway’			
Network Utility Operators (Section 176 Approval): Proposed condition GC.5	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. However, Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <p>a) Bombay Road; b) Great South Road; and, c) Mill Road</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Access arrangements	Support in part	Auckland Transport seek to understand how access will be provided to the proposed wetland within NOR 3 to determine what arrangement will need to be agreed upon.	<p>Provide clarification as to how access will be provided to the proposed wetland (shown below). Confirm whether maintenance access will be via the private access at 1832 Great South Road and whether this will be included within the proposed permanent designation boundary or if maintenance access will be enabled through an easement arrangement.</p> 
Notice of Requirement 4: Construction, maintenance and operation of a Shared User Path, and associated infrastructure			
Network Utility Operators (Section 176 Approval):	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and	Amend Proposed condition PC.5 to include the following or similar:

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
conditions PC.3, PC.4 & PC.5		engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.	<p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p> <p>a) Quarry Road; b) Great South Road; c) Maher Road; d) Ararimu Road (Ramarama interchange); and, e) Mill Road (Bombay Interchange).</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>
Notice of Requirement 5: Construction, maintenance and operation of the Drury South Interchange Connections, and associated infrastructure			
Network Utility Operators (Section 176 Approval):	Support	Auckland Transport, as a Network Utility Operator, support providing certainty over its ability to continue to undertake routine operations, maintenance, renewal and upgrades of its assets covered by the designation.	Retain proposed condition GC.5
Outline Plan(s) of Works (designation): Proposed conditions PC.3, PC.4 & PC.5	Support in part	The conditions relating to submitting Outline Plan(s) of Work(s) are consistent with similar designations. Auckland Transport request that PC.5 be amended to recognise new assets to be vested and maintained by Auckland Transport need to comply with relevant codes of practice and engineering standards. It is recommended that an advice note is incorporated into the outline plan of works condition to ensure any	<p>Amend Proposed condition PC.5 to include the following or similar:</p> <p><i>Prior to the lodgement of any outline plan of works for activities on the following roads:</i></p>

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>permanent works in the local road network are appropriately designed and in turn vested to support cost-effective on-going maintenance of transport assets.</p>	<p>a) Great South Road; b) Quarry Road, c) Maketu Road, and, d) Harrison Road</p> <p><i>New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</i></p> <p><u>ADVICE NOTE:</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p> <p>Otherwise retain</p>

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Drury South Limited

Organisation name: Drury South Limited

Full name of your agent: Kirsty Dibley

Email address: kirsty.dibley@russellmcveagh.com

Contact phone number: +64 9 367 8000

Postal address:

C/- Kirsty Dibley

Russell McVeagh

Lvl 30

Vero Centre 48 Shortland Street

Auckland CBD

Auckland 1140

Submission details

Name of requiring authority: New Zealand Transport Agency Waka Kotahi (NZTA)

The designation or alteration: Papakura to Bombay (P2B) Project Stage 2: Drury South Interchange Connections (NoR 5)

The specific provisions that my submission relates to are:
See attached submission

Do you support or oppose the Notice of Requirement? I or we support the Notice of Requirement.

The reason for my or our views are:
See attached submission

I or we seek the following recommendation or decision from Auckland Council:
See attached submission

Submission date: 15 July 2024

Supporting documents
DSL NoR Submissions.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

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**SUBMISSION ON NOTICES OF REQUIREMENT FOR NEW
DESIGNATIONS AND ALTERATIONS TO EXISTING DESIGNATIONS
UNDER THE RESOURCE MANAGEMENT ACT 1991**

TO: Auckland Council

SUBMITTER: Drury South Limited ("**DSL**")

SUBMISSION ON: Five separate Notices of Requirement by NZ Transport Agency Waka Kotahi ("**NZTA**") to provide upgrades to State Highway 1 between Drury and Bombay, Auckland (together, "**NoRs**")

Introduction

1. DSL owns approximately 257ha of land within the Drury South Industrial Precinct and is well underway with the development of its land for a comprehensive industrial and mixed-use development known as Drury South Crossing.
2. NZTA has recently lodged the following NoRs for Stage 2 of the Papakura to Bombay Project:
 - (a) NoR 1: Alteration to SH1 Designations 6706.
 - (b) NoR 2: Alteration to SH1 Designations 6700.
 - (c) NoR 3: Alteration to SH1 Designations 6701.
 - (d) NoR 4: Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange.
 - (e) NoR 5: Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange – Drury South Interchange connections.
3. All five of the NoRs are proposed within the vicinity of DSL's landholdings and the Drury South Industrial Precinct. DSL owns land that is both subject to and

adjacent to the spatial extent of NoR 2 and NoR 5 in particular. DSL therefore has a direct interest in the NoRs.

4. DSL could not gain an advantage in trade competition through this submission.

Scope and nature of submission

5. The submission relates to all five NoRs in their entirety, particularly as they relate to works in and around the Drury South Precinct.
6. DSL is progressively developing its land for industrial and mixed use. As part of this, DSL has, and continues to, put significant effort into designing and constructing a safe and efficient local transport network within the Precinct. The first houses in the Precinct were completed in 2020, and the construction of industrial buildings commenced in 2021. Full build out of the Precinct is expected to take another approximately five years.
7. Subject to the relief set out in this submission, DSL generally supports the NoRs, which collectively seek to improve the safety and resilience of the State Highway network between Papakura and Bombay, increase transport choice and accessibility, support the inter and intra-regional movement of people and freight, and support regional economic growth and productivity.
8. However, DSL considers amendments are required to ensure the NoRs are:
 - (a) well integrated with surrounding land uses and the local transport network within the Drury South Industrial Precinct; and
 - (b) implemented in a timeframe that:
 - (i) provides affected landowners with certainty regarding their landholdings (including when NZTA might seek to acquire land under the Public Works Act 1981 ("**PWA**")); and
 - (ii) responds appropriately to the timing, scale and form of urban development in the area.

NoR 5 – Drury South Interchange

9. NoR 5 seeks a new designation to authorise the construction, operation and maintenance of a new link road between Quarry Road and Great South Road, referred to as the Drury South Interchange Connections.
10. DSL supports NoR 5, insofar as it will enable critical direct connections from State Highway 1 into the Precinct. However, DSL considers the designation

extent should be extended to the east of its current footprint, to Fitzgerald Road, to enable a direct connection from State Highway 1 to Fitzgerald Road. Enabling a direct connection from State Highway 1 to Fitzgerald Road will better integrate the Drury South Interchange into the Precinct and the local transport network already established. Fitzgerald Road also provides a direct connection to the Drury East Precinct and Drury Centre Precinct to the north.

Proposed lapse period for NoR 4 and NoR 5

11. DSL does not support the proposed 20-year lapse period for NoR 4 and NoR 5. A 20-year lapse period does not align or correspond with the timing and scale of urban development in the Precinct and broader Drury area. This lengthy lapse period also provides no certainty to affected landowners as to when, or if the Project or works authorised by the designations will be completed. This has related consequences in terms of when affected landowners (like DSL) can expect NZTA to acquire land under the PWA.
12. Full build out of the Drury South Industrial Precinct is expected to be complete in the next five years. It is reasonable and appropriate for DSL (and other landowners and developers) to have certainty regarding when, and if, some of its land will be acquired under the PWA for NoR 4 and 5.
13. DSL therefore seeks a lapse period of 10 years be imposed for NoR 4 and NoR 5.

Timing for implementation of NoR 1-3

14. DSL has similar concerns around the lack of certainty in relation to NoR 1, NoR 2 and NoR 3. Given these are alterations to existing designations, there is no lapse period proposed.
15. DSL seeks a condition be imposed requiring works authorised by the altered designations to be commenced within 10 years from the date the NoR is confirmed, to give landowners, developers and the community certainty on the works.

Reasons for submission

16. Subject to the amendments necessary to address its concerns set out above, DSL considers the NoRs:
 - (a) will promote the sustainable management of resources;

- (b) are consistent with Part 2 and other provisions of the Resource Management Act 1991;
- (c) will meet the reasonably foreseeable needs of future generations;
- (d) will enable social, economic and cultural wellbeing; and
- (e) will avoid, remedy or mitigate adverse effects on the environment.

Recommendation sought

17. DSL seeks that the Council recommends:
- (a) amendments to the NoRs, including by way of conditions, to address DSL's concerns;
 - (b) NoR 4 and NoR 5, if confirmed, be subject to a 10 year lapse period;
 - (c) additional land to the east of Quarry Road be included in the designation extent of NoR 5 to enable a connection from State Highway 1 to Fitzgerald Road; and
 - (d) such further other orders, relief or other consequential or other amendments as considered appropriate and necessary to address the concerns set out above.
18. DSL wishes to be heard in support of this submission.

DRURY SOUTH LIMITED by its solicitors and authorised agents Russell McVeagh:

Signature:

Daniel Minhinnick / Kirsty Dibley

Date:

15 July 2024

Address for Service:

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Telephone: +64 9 367 8000

Email: kirsty.dibley@russellmcveagh.com

**SUBMISSION ON NOTICE OF REQUIREMENT FOR A DESIGNATION THAT IS SUBJECT TO
PUBLIC NOTIFICATION UNDER SECTION 168 OF THE RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council (**Council**)

Name: Counties Energy Limited (**CEL**)

Submission on: Notice of requirement from New Zealand Transport Agency Waka Kotahi (**NZTA**): Papakura to Bombay (P2B) Project Stage 2: Drury South Interchange Connections (NoR 5) (**NoR 5**)

Introduction

1. Counties Energy Limited (**CEL**) is a Network Utility Operator and Requiring Authority in accordance with sections 166 and 167 of the Resource Management Act 1991 (**RMA**), an Electricity Operator under the Electricity Act 1992, a Network Operator under the Telecommunications Act 2001, and a Lifeline Utility under Part B, Schedule 1 of the Civil Defence Emergency Management Act 2002. CEL owns and operates the electricity distribution network that provides critical infrastructure services to over 49,000 homes, farms, and businesses between southern Papakura and Mercer and west of the Waikato River from Mercer to Waikaretu. A secure electricity distribution network is fundamental to the efficient and effective functioning of New Zealand communities.
2. Under NoR 5, NZTA is seeking to designate land which contains significant existing and planned electricity and fibre networks owned by CEL, including an existing strategic overhead subtransmission circuit and fibre connections for emergency and essential services, including for Transpower.
3. As Drury and the surrounds develop, CEL will need to install further assets to meet the needs of current and future customers. It is important that the Designation does not inhibit or significantly slow down the ability for CEL to install its electricity and fibre assets to meet the needs of its customers by imposing an additional approval process under s176 of the RMA.
4. The Bombay – Opaheke West 110kV line is a strategic circuit supplying the Opaheke Substation, which in turn supplies electricity to approximately 10,000 customers in the Papakura and Drury area. Approximately 6.2km of this line is within the designation areas. CEL must have 24/7 safe, efficient and secure access to this 110kV line. The future motorway widening and interchange designs must provide secure access to this. CEL is highlighting this requirement now so that NZTA is aware that CEL must be consulted through the NoR 5 design process to ensure that a workable design is achieved that maintains safe, efficient and secure access to these assets.
5. CEL acknowledges that consultation is ongoing between NZTA and CEL regarding the works that will be involved in delivering the widened motorway and new Drury interchange, and how best to mitigate the impact of those works on existing or planned assets. CEL has not been provided with a design of sufficient detail to assess the impact on the CEL network, and it is understood that this detail will not be prepared until a future stage which may be several decades away.

6. On this basis, CEL **opposes** the designation. If and when the work proceeds into detailed design, detailed design discussions between the NZTA and CEL will be critical to avoid detrimental impacts on the CEL assets, access to those assets and the efficient and secure supply of electricity to the affected customer base.

Existing and planned electricity and fibre networks

7. CEL owns and operates a number of significant electricity and critical fibre network assets within the area proposed to be designated (some of which also provide electricity to State Highway infrastructure and communications for Transpower and emergency services).
8. Of particular concern to CEL is the potential effect on the Bombay – Opaheke West 110kV circuit that forms a strategic backbone of CEL's network assets. This circuit was not affected by Stage 1 of the Papakura to Bombay project (**P2B**), but runs along-side the motorway for approximately 6km of Stage 2 of the P2B project, as shown in **Appendix 1**.
9. In addition, further assets are likely to be installed prior to the start of construction of the works proposed by NoR 5 to provide for the increasing demand for electricity within the wider Drury area.
10. The cost of relocation of strategic assets, such as the 110kV circuit assets, will be considerable. Likewise in most cases, there is no practical alternative route for the assets to be relocated to.
11. The importance of the 110kV circuit assets to the security of the distribution of electricity in the area and the criticality of the fibre connections means that it cannot easily accommodate outages and any relocation must be carefully planned.

Scope of submission

12. This submission opposes NoR 5 in its entirety but particularly those parts of NoR 5 which affect CEL's existing and planned electricity and fibre networks.

Reasons for submission

13. NoR 5 is opposed because:
 - (a) It does not promote the efficient use and development of resources (including existing and proposed infrastructure);
 - (b) It is inconsistent with B3 and certain Objectives and Policies of E26 of the Auckland Unitary Plan as the potential effects on existing and planned infrastructure have not been assessed or determined; and

- (c) It may not avoid, remedy or mitigate actual and potential adverse effects on the environment.
14. Without limiting the generality of the above reasons, the specific reasons for the submission are as follows:
- (a) CEL recognises the importance to the community of a safe and efficient motorway network and the need to plan and provide for this network well in advance of construction. However, it is unclear how the proposed works will impact CEL's existing and planned electricity and fibre assets (including the Bombay – Opaheke West 110kV circuit).
- (b) The potential effects on CEL's existing and planned electricity and fibre assets have not been identified or assessed. Adverse effects on the distribution of electricity arising from the proposed works should be avoided, given the critical nature of a secure and resilient electricity supply to the Auckland community. CEL's existing and planned assets in this area are likely to change in the intervening years before NZTA commences detailed design and therefore it will be critical for NZTA to continue to consult directly with CEL to avoid effects on these assets.
- (c) CEL supports the proposed Network Utility Management Plan (**NUMP**) condition (CC.8) subject to amendments being made as set out later in this submission. In particular, given the importance of avoiding or mitigating effects on network utilities, this plan should be submitted to Council with the Outline Plan of Works, rather than for information only. It is also important that Council has a clear understanding as to whether the NUMP has been endorsed by the relevant Network Utility Operators.
- (d) The extent of relocation or reconstruction of CEL's assets required for the project remains unknown and will not be able to be confirmed until NZTA completes its design. A long lead in time is required by CEL to prepare any such relocation or reconstruction plans and for implementation. It would be difficult or impossible to acquire suitable land or suitable access rights to allow the relocation of the assets to another location.
- (e) The Electricity Infrastructure Management Plan (**EIMP**) conditions (CC.15 to CC.20) only relate to the Transpower network. It is, therefore, incorrect to refer to the plan as an Electricity Infrastructure Management Plan when it relates to the transmission network and not the distribution network. The matters of relevance to the distribution network are addressed through the NUMP.
- (f) CEL wants to ensure the conditions proposed in the NoR addressing effects on existing and planned network utility assets (including those electricity and fibre assets owned by CEL) are adopted subject to the amendments sought by CEL that are set out later in this submission.
- (g) CEL wants to ensure that NZTA will continue to consult directly with CEL as it develops its design so that all adverse effects on existing and future CEL

assets (including the Bombay – Opaheke West 110kV circuit and fibre) are avoided.

Recommendation sought

15. The relief sought by CEL is that the Council recommends that NoR 5 is withdrawn or, in the alternative, is modified by:
 - (a) imposing conditions that ensure that the potential adverse effects on CEL's existing and planned assets, and CEL's ability to operate, maintain, upgrade and develop those assets, are addressed, including but not limited to:
 - (i) Retaining proposed Condition GC.5 (Network Utility Operators (Section 176 Approval)).
 - (ii) Amending proposed Condition PC.3 (Outline Plan(s) of Works (designation)) to include the NUMP in the list of management plans to be included in the Outline Plan.
 - (iii) Amending proposed Condition PC.6 (Stakeholders and Communication Management Plan) to make it clear that Network Utility Operators with assets within or adjoining SH1 are identified as Stakeholders.
 - (iv) Amending proposed Condition PC.7 (Urban and Landscape Design Management Plan) so that it must take into account existing and proposed network utilities (and any relevant regulations) to ensure proposed landscaping does not adversely affect network utilities (including ongoing access to CEL network assets), or the future maintenance or upgrading of network utilities.
 - (v) Amending proposed Condition CC.8 (Network Utility Management Plan) so that:
 - i. the NUMP must be prepared at least 24 months prior to the Start of Construction and submitted as part of the Outline Plan (rather than submitted to the Manager for information at least 10 working days prior to the Start of Construction) (sub-clause a);
 - ii. sub-clauses (b) and (d) are modified to include both existing and planned network utilities;
 - iii. the NUMP must include a record of the written endorsement of all Network Utility Operators (rather than simply describe how any comments from the Network Utility Operator(s) in relation to its assets have been addressed) (sub-clause (e)).
 - (vi) Amending proposed Condition CC.15-CC.20 (Electricity Infrastructure Management Plan) so that this plan is renamed the "Transpower Infrastructure Management Plan" to clarify that the plan only relates to Transpower infrastructure and not the electricity distribution network; and/or
 - (vii) Such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
16. CEL could not gain an advantage in trade competition through this submission.

17. CEL wishes to be heard in support of this submission.
18. If others make a similar submission, CEL will consider presenting a joint case with them at any hearing.
19. CEL has also lodged a submission on NoR 1, 2, 3 and 4.

COUNTIES ENERGY LIMITED by its authorised agent Osborne Hay (North) Limited:

David Hay

Signature:

David Hay (Planning Consultant for Counties Energy Limited)

Date:

15 July 2024

Address for Service:

C/- David Hay
Osborne Hay (North) Limited
PO Box 16
Warkworth 0941

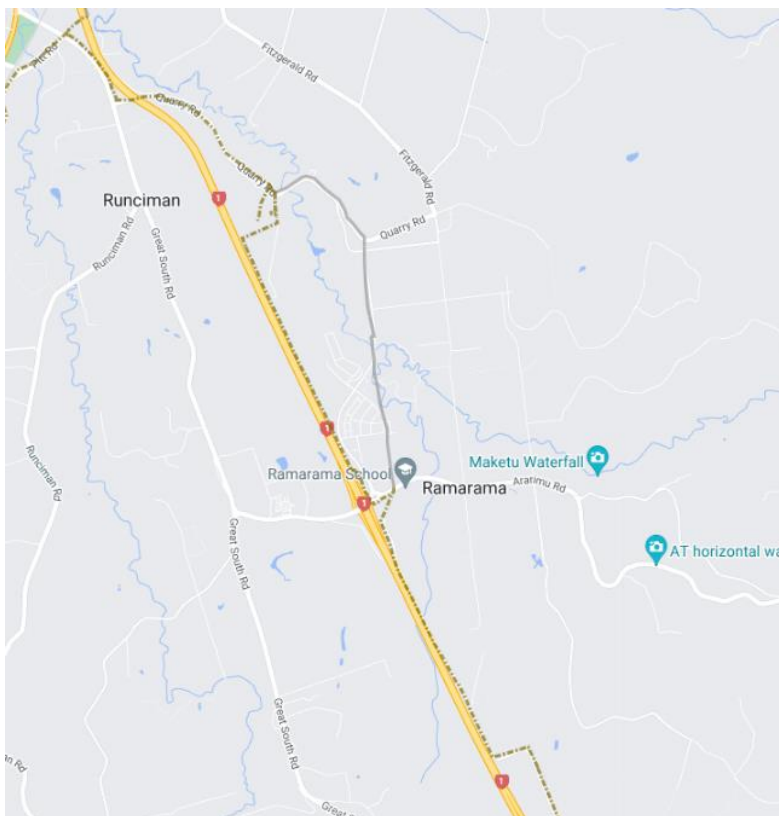
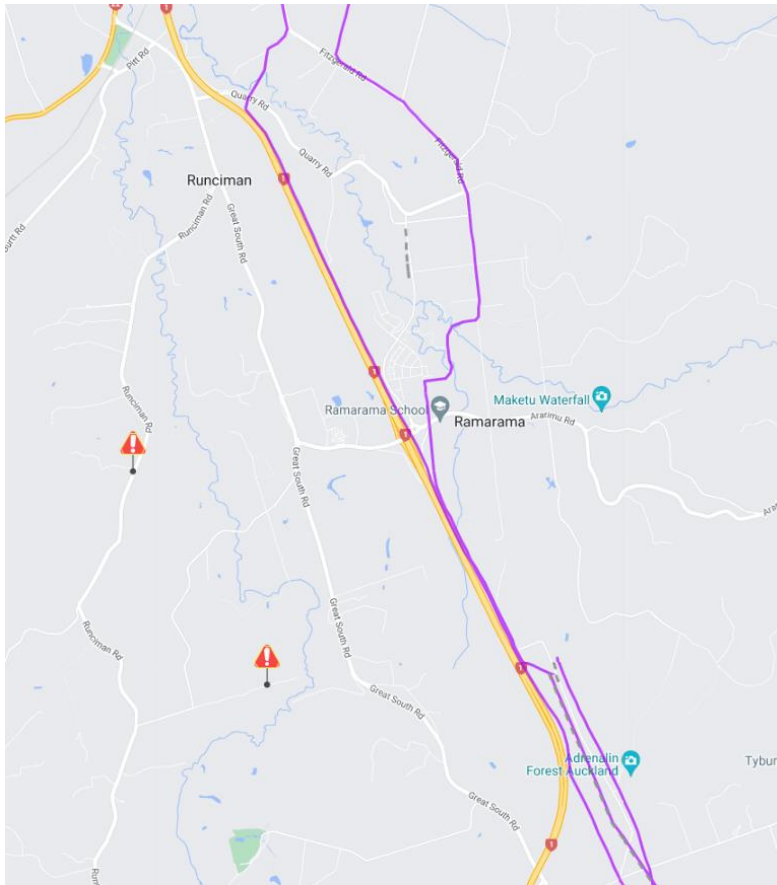
Telephone:

027 425-0234

Email:

david@osbornehay.co.nz

Appendix 1 – Counties Energy Limited's 110kV Circuit and Fibre Network



**Submission on five Notices of Requirement for the Papakura to Bombay (P2B) Project
Stage 2, NZ Transport Agency Waka Kotahi – seeking Notices of Requirement for Stage 2 of
the Papakura to Bombay Project – Papakura ki Pukekura**

TO: Attn: Planning Technician Auckland Council Level 24, 135 Albert
Street Private Bag 92300 Auckland 1142

SUBMISSION ON: Notices of Requirement ("NoRs") for the Papakura to Bombay
(P2B) Project Stage 2.

FROM: Watercare Services Limited ("**Watercare**")

ADDRESS FOR SERVICE: Mark Bishop
Regulatory & Policy Manager
Watercare Services Ltd
Private Bag 92 521
Wellesley Street
AUCKLAND 1141
Phone: 022 010 6301
Email: Mark.Bishop@water.co.nz

DATE: 15 July 2024

1. INTRODUCTION

- 1.1 Watercare is pleased to have the opportunity to make a submission on the Papakura to Bombay (P2B) Project Stage 2, which includes five NoRs lodged by New Zealand Transport Agency Waka Kotahi ("**NZTA**") as a requiring authority under the Resource Management Act 1991 ("**RMA**"), being:
- (a) NoR lodged by NZTA to alter Designation 6706 State Highway 1 – Takanini to Drury;
 - (b) NoR lodged by NZTA to alter Designation 6700 State Highway 1 – Drury to Bombay;
 - (c) NoR lodged by NZTA to alter Designation 6701 State Highway 1 – Bombay;
 - (d) NoR lodged by NZTA for a Shared User Path; and
 - (e) NoR lodged by NZTA for Drury South Interchange Connections.

- 1.2 Watercare neither supports or opposes these NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs respond to the issues raised in this submission and avoid, remedy, or mitigate potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.
- 1.3 Watercare could not gain an advantage in trade competition through this submission.

2. WATERCARE – OUR PURPOSE AND MISSION

- 2.1 Watercare is New Zealand's largest provider of water and wastewater services. We are a substantive council-controlled organisation under the Local Government Act 2002 ("**LGA**") and are wholly owned by Auckland Council ("**Council**"). Watercare has a significant role in helping Council achieve its vision for the city. Our services are vital for life, keep people safe and help communities to flourish.
- 2.2 Watercare provides integrated water and wastewater services to approximately 1.7 million people in the Auckland region. Over the next 30 years, from 2023-2053, this is expected to increase by another 520,800 people, potentially requiring another 200,000 dwellings along with associated drinking water, stormwater and wastewater infrastructure. The rate and speed of Auckland's population growth puts pressure on our communities, our environment, and our housing and infrastructure networks. It also means increasing demand for space, infrastructure, and services necessary to support this level of growth.
- 2.3 Under both the LGA and the Local Government (Auckland Council) Act 2009, Watercare has certain obligations. For example, Watercare must achieve its shareholder's objectives as specified in our statement of intent, be a good employer, and exhibit a sense of social and environmental responsibility.¹
- 2.4 Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part) and the Auckland Council Future Development Strategy.
- 2.5 Watercare is also required to manage our operations efficiently with a view to keeping overall costs of water supply and wastewater services to our customers (collectively) at minimum levels, consistent with effective conduct of the undertakings and maintenance of long-term integrity of our assets.²

3. SUBMISSION POINTS AND RELIEF SOUGHT

- 3.1 This is a submission on the NoRs (summarised above) that were publicly notified on 14 June 2024.
- 3.2 As noted previously, Watercare neither supports or opposes these NoRs (i.e. it is neutral as to whether the NoRs are confirmed or not). Watercare seeks to ensure that any decisions made on the NoRs responds to the issues raised in this submission and avoids, remedies, or mitigates potential adverse effects on Watercare's ability to provide water and wastewater services now and in the future.

¹ LGA, s 59.

² Local Government (Auckland Council) Act 2009, s 57.

- 3.3 Watercare seeks to ensure that there is a live and continual process planned forward to recognise that asset management and construction plans are constantly updating and changing.
- 3.4 Watercare supports in depth collaboration and consultation (including information, data sharing and identification of opportunistic works) across infrastructure providers on the development (or redevelopment) of urban environments and wishes to ensure that there is ongoing and timely engagement and collaboration as the Papakura to Bombay Stage 2 Project develops.
- 3.5 Watercare seeks early engagement from the requiring authority for future planning and construction works including prior to detailed design and during implementation of construction works. Early and fulsome engagement with Watercare, along with other infrastructure providers, can enable opportunities to plan and future proof the delivery of assets to provide for well-functioning urban environments. For Watercare, this includes applying for, in a timely manner, "Works Over" Approvals, in compliance with Watercare's *"Water Supply and Wastewater Network Bylaw 2015"* (updated 2021).
- 3.6 Watercare seeks to ensure the NoRs do not impact its wastewater and water services in the project areas now and into the future. Watercare wishes to ensure it maintains access to its assets 24 hours a day, 7 days a week for maintenance, safety and efficient operation of its services and that it is consulted on any works undertaken by the requiring authority that may impact Watercare's services.

4. **RECOMMENDATION SOUGHT**

- 4.1 Watercare seeks that Auckland Council recommends:
- (a) amendments to the conditions of the NoRs , including by way of conditions to ensure any adverse effects on Watercare's assets and operations are avoided, remedied or mitigated and to address the concerns set out above; and
 - (b) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
- 4.2 Watercare does not wish to be heard in support of this submission.



Mark Iszard
Head of Major Developments
Watercare Services Limited



Transpower New Zealand Ltd
 31 Gilberthorpes Road, Islington
 Christchurch
 PO Box 21154 Edgware
 Christchurch 8143
 P 04 590 7000
www.transpower.co.nz

12 July 2024

Auckland Council
 Level 16, 135 Albert Street
 Private Bag 92300
 Auckland 1142

Via email - unitaryplan@aucklandcouncil.govt.nz

Kia ora,

RE: SUBMISSION BY TRANSPOWER NEW ZEALAND LIMITED ON THE NOTICES OF REQUIREMENT 1-5 FOR STAGE 2 OF THE PAKAKURA TO BOMBAY PROJECT – PAKAKURA KI PUKEKURA (P2B) PROJECT

1. INTRODUCTION

This document and attachments form part of Transpower New Zealand Limited's (Transpower) submission to the five (5) Notices of Requirement (NoRs) lodged with Auckland Council by NZ Transport Agency Waka Kotahi (NZTA) for Stage 2 of the Papakura to Bombay Project – Papakura ki Pukekura (P2B) project.

Transpower understands that the purpose the P2B Project Stage 2 is to provide upgrades to State Highway 1 (SH1) between Drury South and Bombay, improving accessibility for all road users (including active modes), and support regional growth through the improvement of safety, functionality, and resilience of the existing transport corridor.

The NoRs are summarised as follows:

- NoR 1 - Alteration to SH1 Designations 6706, for which NZTA is the requiring authority;
- NoR 2 - Alteration to SH1 Designations 6700, for which NZTA is the requiring authority;
- NoR 3 - Alteration to SH1 Designations 6701, for which NZTA is the requiring authority;
- NoR 4 - Construction, operation, and maintenance of a new Shared User Path (SUP) from 200m north of Quarry Road to the existing Bombay/Mill Road Interchange, for which NZTA will be the requiring authority; and
- NoR 5 - Construction of a new state highway between Great South Road and Quarry Road, which will tie-into Drury South Interchange, for which NZTA will be the requiring authority.

Transpower acknowledge the engagement undertaken between Transpower and NZTA during the development of the proposal over recent years. Transpower understands that engagement will continue as the project progresses through the detailed design phase.

Transpower's general position is neutral in relation to the merits of the proposal. However, Transpower wishes to highlight to the need to appropriately avoid, remedy or mitigate any potential effects of the proposed designations and future development on the National Grid.

2. TRANSPOWER'S NATIONAL GRID ASSETS

Transpower is the State-Owned Enterprise that plans, builds, maintains, and operates New Zealand's high voltage transmission network – The National Grid. The National Grid comprises around 12,000 km of transmission lines and cables, and some 164 substations. It links generators to distribution companies and major industrial users from Kaikohe in the North Island to Tiwai Point in the South Island. Transpower's principal role is to ensure the reliable supply of electricity throughout the country and, therefore, has a significant interest in ensuring that development and activities do not adversely affect the operation, maintenance, upgrading and development of the existing transmission network.

Several of Transpower's National Grid assets are located in proximity to the proposed NoRs (excluding NoR 3). Assets include but not limited to:

- Drury substation (Designation 8521 in the Auckland Unitary Plan Operative in part (AUP) – NoR 2 and 5;
- Glenbrook - Deviation A (GLN-DEV-A) Transmission line (220 kV) and associated support structures – NoR 2 and 5;
- Huntly to Otara A (HLY-OTA-A) Transmission line (220 kV) and associated support structures – NoR 1, 2 and 5; and
- Bombay to Otara A (BOB-OTA-A) Transmission line (110 kV) and associated support structures (noting that this line will be decommissioned and dismantled in late 2024) – NoR 1, 2, 4 and 5.

The National Grid Yard (NGY) is a 12-metre setback either side of the transmission line and support structures (the 12m setback from the closest visible edge of the tower foundation will need to be physically measured on site), shown by the blue corridor on the attached Transpower Asset Maps.

3. STATUTORY CONTEXT

3.1 National Policy Statement on Electricity Transmission 2008 (NPSET)

Under the Resource Management Act 1991 (RMA), the National Grid is recognised as a significant physical resource that must be sustainably managed, and any adverse effects on that infrastructure must be avoided, remedied or mitigated. The NPSET confirms the national significance of the National Grid and the need to appropriately manage activities and development under, and close to it.

The Objective of the NPSET is as follows:

To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- *Managing the adverse environmental effects of the network; and*
- *Managing the adverse effects of other activities on the network.*

The NPSET contains fourteen policies. In particular, Policy 2 of the NPSET requires decision-makers to recognise and provide for the effective operation, maintenance, upgrading and development of the

electricity transmission network. Whilst Policy 10 requires that all decision-makers: *“to the extent reasonably possible manage activities to avoid reverse sensitivity effects on the electricity transmission network and to ensure that operation, maintenance, upgrading, and development of the electricity transmission network is not compromised.”*

3.2 New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34:2001)

The National Grid is subject to various operational and engineering requirements that dictate how other activities are undertaken in relation to the National Grid, including the requirements of NZECP34: 2001.

NZECP34: 2001 is a mandatory code of practice pursuant to the Electricity Act 1992, which sets minimum safe distances from overhead transmission lines to protect persons, property, vehicles and mobile plant from harm or damage from electrical hazards. The Code establishes safe clearance distances to buildings and structures, the ground (including stockpiles of earth and filling activities), and other lines, as well as how close buildings, structures and excavations can occur to poles and towers. All proposed works must comply with the NZECP requirements.

4. TRANSPOWER’S INTEREST IN THE NORs

Transpower’s interest in the project is to ensure that the operation, maintenance, upgrading and development of the National Grid is not compromised by the Project and that construction works in proximity to National Grid assets are carried out safely in accordance with NZECP34: 2001.

4.1 Drury Substation Designation 8512 (NoR 2 and NoR 5)

As outlined above and noted in Section 9.3.4.1 of the Assessment of Environmental Effects (AEE) for Stage 2 of the P2B Project, NZTA has undertaken engagement with Transpower as part of the development of the proposal over recent years, particularly in relation to the concept design stage for Drury South Interchange (NoR 2) and Drury South Interchange Connections (NoR 5), in proximity to the Drury substation. Design development focused on minimising adverse effects on Transpower’s operations at the Drury substation site and minimising the land take requirement at the site. Transpower understands that engagement will continue during design development.

The proposed alteration to the existing SH1 Designation 6700 to provide widening of the existing SH1 corridor (NoR 2) will encroach into Designation 8521 for the Drury substation for which Transpower is the requiring authority. Given Transpower Designation 8521 will pre-date NoR 2 and NoR 5, NZTA will require S176A approval from Transpower prior to construction works.

4.2 Proposed Wetland in proximity to Drury Substation (NoR 2 and NoR 5)

A wetland is proposed to the south-west of the Drury substation, in close proximity to National Grid support structure HLY-OTA-A0146. Construction of the wetland shall be undertaken in accordance with the requirements of NZECP34: 2001 (proposed designation Condition CC.9). In particular, any excavation within 12m of the outer edge of the foundations of tower HLY-OTA-A0146 shall comply with the restrictions set out in NZECP34: 200, ground to conductor clearance requirements shall be met and mobile plant operation shall comply with the minimum setback requirements for National Grid transmission lines.

Construction of the proposed wetland, and compliance with NZECP34: 2001 shall be addressed in the project Electrical Infrastructure Management Plan (EIMP).

4.3 BOB-OTA-A National Grid transmission line (NoR 1, NoR 2, NoR 4 and NoR 5)

The NoRs, apart from NoR 3, will require works in proximity to the BOB-OTA-A National Grid transmission line (i.e. works within, or in parallel to the NGY of this transmission line). In particular, NoR 4 will involve the construction, operation, and maintenances of a new SUP, along the western side of SH1, in proximity to the BOB-OTA-A National Grid transmission line.

The BOB-OTA-A0049 – 0117A spans of this transmission line are scheduled to be decommissioned and dismantled during the second half of 2024. While unlikely, should any physical works be undertaken prior to the dismantling of these transmission assets, the works will need to comply with the requirements of NZECP34: 2001.

4.4 Designation Conditions (all NoRs)

To appropriately manage effects on Transpower’s National Grid assets located within or in proximity to the proposed designation boundaries, NZTA proposes a set of Transpower specific conditions agreed on during previous stages of the P2B Project, and other similar State highway projects. These are set out under the ‘Transpower’ heading in the proposed designation Conditions CC.7 – 12 (NoR 1) and CC.9 – CC.14 (NoR 2-5).

Additionally, for this stage of the P2B Project, NZTA proposes the preparation of an EIMP prior to the start of construction works within fifty metres of Transpower’s National Grid transmission assets (listed under the ‘Electricity Electrical Infrastructure Management Plan’ heading in the proposed designation Conditions CC.15 (NoR 1) and CC.17 (NoR 2-5)). The purpose of the EIMP, as per proposed designation Conditions CC.14 (NoR 1) and CC.16 (NoR 2-5), is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

Transpower supports proposed designation Conditions CC.7 – 18 (NoR 1) and CC.9 – CC.20 (NoR 2-5).

Transpower acknowledges the proposed designation conditions also require the preparation of a Network Utility Management Plan to set out a framework for protecting, relocating and working in proximity to existing network utilities (proposed designation Condition CC.6 (NoR 1) and Condition CC.8 (NoR 2-5)).

5. DECISION / RELIEF SOUGHT

Transpower seeks a decision that ensures that the operation, maintenance, upgrading and future development of National Grid infrastructure is protected from the potential adverse effects of the proposed P2B Project.

Transpower considers that the aspects of the Project, which have the potential to result in adverse effects on the Transpower’s National Grid assets, can be addressed through the designation conditions proposed by NZTA, developed in conjunction with Transpower.

Transpower does not wish to be heard in support of its submission.

Transpower would be happy to continue engaging with NZTA as the P2B Project Stage 2 progresses and should the NoRs be confirmed.

Dated at Christchurch on 12 July 2024

Approved for Release by Transpower NZ Ltd:



Andy Eccleshall

Technical Lead – Landowner Development Enquiries | Environment Group

Transpower New Zealand Limited

(Authorised to sign on behalf of Transpower NZ Ltd)

Ph: 04 590 8687 / Email: Andy.Eccleshall@transpower.co.nz

Appendices:

Appendix A: Map of Transpower assets

Copy Served to:

NZ Transport Agency Waka Kotahi

Private Bag 106602

Auckland 1143

Attention: Evan Keating

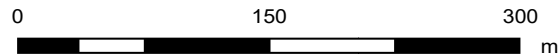
Email: Evan.keating@nzta.govt.nz

Appendix A: Map of Transpower assets



TRANSPOWER

Drury Substation Asset Map (NoR 2 & NoR 5)



8-Jul-2024 Scale 1: 4514 Plan size: A4L

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Legend NOR5 # 08

Maximo Assets

Site

■ AC Substation

Structure

- Double Circuit Steel Tower
- Termination

Earthwire



Span

- 110 kV
- 220 kV

Underground Fibre Cable



Transpower Data

Site Access Point





TRANSPOWER

NoR 1 Asset Map

Legend NOR5 # 08

Maximo Assets

Structure

- Double Circuit Steel Tower
- Termination

Earthwire



Span

- 110 kV
- 220 kV

Underground Fibre Cable



0 300 600
m

20-Jun-2024 Scale 1:9028 Plan size: A4L

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824



TRANSPOWER

NoR 2 Asset Map

Legend NOR5 # 08

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

⊠ Double Circuit Steel
Tower

■ Termination

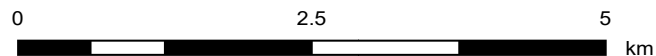
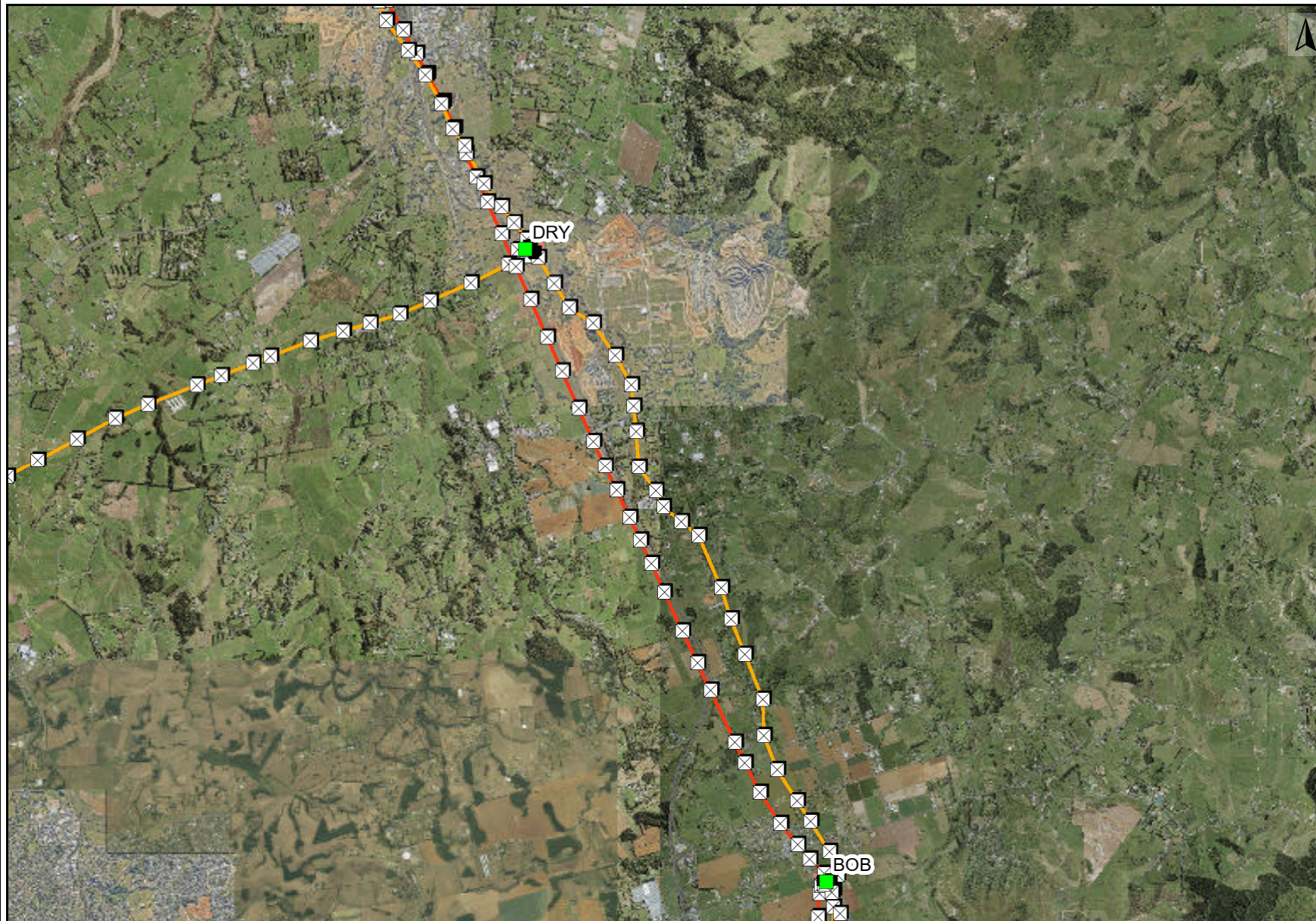
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



20-Jun-2024 Scale 1: 64387 Plan size: A4L

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TRANSPOWER

NoR 3 Asset Map



0 0.5 1 km

20-Jun-2024 Scale 1: 18056 Plan size: A4L

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Legend NOR5 # 08

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

☒ Double Circuit Steel Tower

■ Termination

Earthwire

✕

Span

— 110 kV

— 220 kV

Underground Fibre Cable

—

Transpower Data

Asbestos at Substation



108213



TRANSPOWER

NoR 4 Asset Map

Legend NOR5 # 08

Maximo Assets

Site

■ AC Substation

Structure

● Single Circuit Single Pole

⊠ Double Circuit Steel Tower

■ Termination

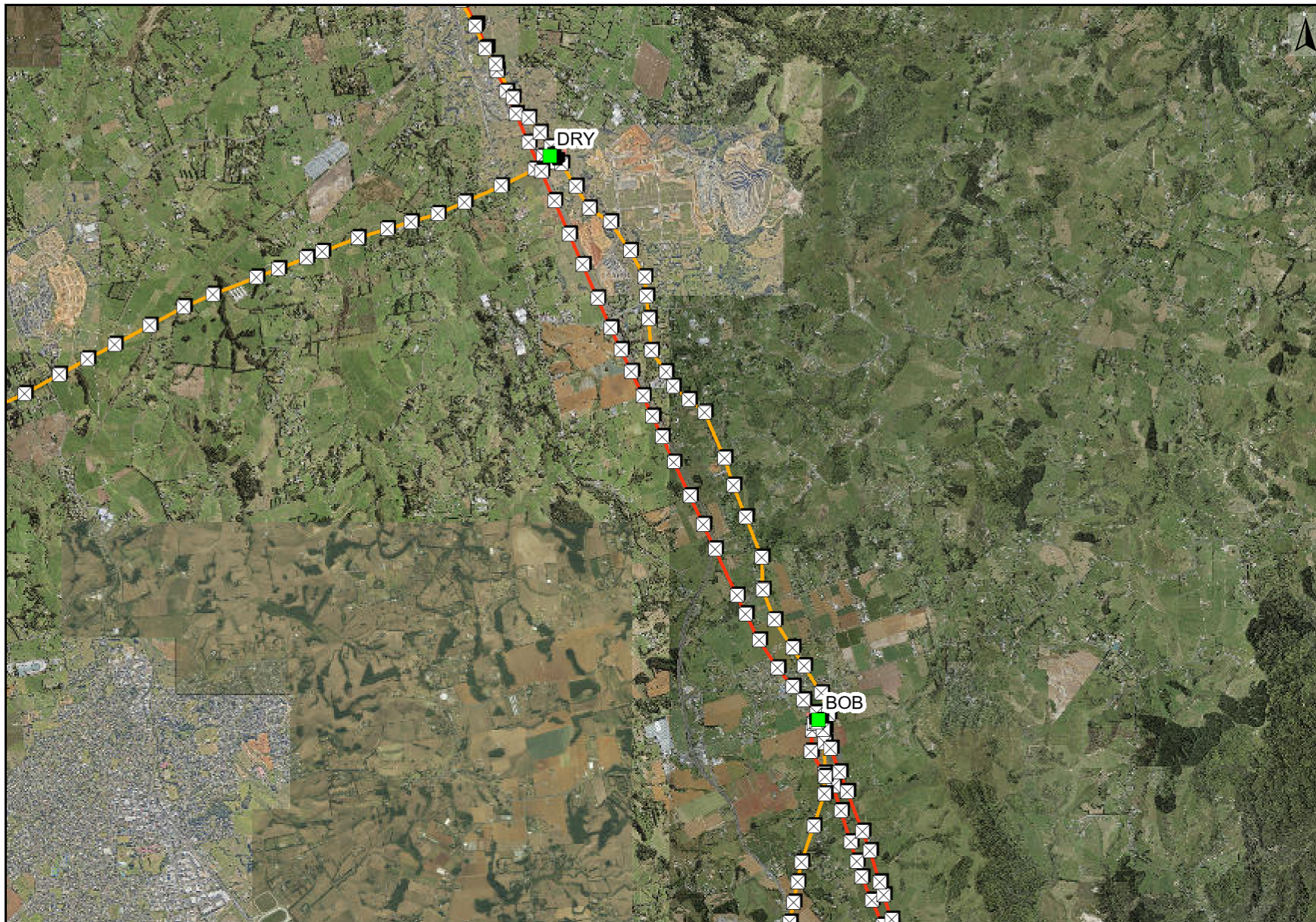
Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



0 2.5 5 km

20-Jun-2024 Scale 1: 72224 Plan size: A4L

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118517



TRANSPOWER

NoR 5 Asset Map

Legend NOR5 # 08

Maximo Assets

Site

■ AC Substation

Structure

☒ Double Circuit Steel
Tower

■ Termination

Earthwire

✕

Span

— 110 kV

— 220 kV

Underground Fibre Cable

—



0 0.5 1 km

20-Jun-2024 Scale 1: 16093 Plan size: A4L

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**SUBMISSION ON NOTICES OF REQUIREMENT FOR DESIGNATION OF LAND FOR THE PAPA KURA
TO BOMBAY STAGE 2 PROJECT BY NZ TRANSPORT AGENCY WAKA KOTAHI**

Section 168(2) of the Resource Management Act 1991

To: Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Copy to: NZ Transport Agency Waka Kotahi
evan.keating@nzta.govt.nz

KIWI PROPERTY HOLDINGS NO. 2 LIMITED at the address for service set out below (**“the Submitter”**) makes the following submission in relation to the notices of requirement lodged by NZ Transport Agency Waka Kotahi (**“NZTA”**) in respect of:

- NOR 1 Alteration to SH 1 Designation 6706 in the Auckland Unitary Plan – Operative in Part (**“Unitary Plan”**) to provide for widening of the existing SH 1 corridor and authorise the future upgrades to the SH 1 network (**“NOR 1”**)
- NOR 4 – Construction, operation and maintenance of a shared user path, alongside the western side of SH 1 (**“NOR 4”**)
- NOR 5 – Construction, operation and maintenance of a new link road between Quarry Road and Great South Road, referred to as the Drury South Interchange Connections (**“NOR 5”**)

(together **“the NORs”**).

1. The NORs form part of a package of notices of requirement for Stage 2 of the Papakura to Bombay – Papakura ki Pukekura (**“P2B”**) project under the Te Tupu Ngātahi Supporting Growth Programme.
2. The Submitter is not a trade competitor of NZTA and could not gain an advantage in trade competition through this submission.
3. The submission relates to the NORs in their entirety. The Submitter’s interest is focused on:
 - (a) How the NORs support future urbanisation of land within Drury East and Drury South, in a manner consistent with the underlying precincts.

- (b) How NOR 1 and NoR 4 support the provision of a future connection from the shared user path along SH 1 Southern Motorway to a future cycleway which the Submitter understands is to be constructed along Great South Road.
- 4. The Submitter generally supports the NORs.
- 5. The reasons for this submission are:
 - (a) Provided the concerns set out in this submission are appropriately addressed, the NORs:
 - (i) Will not generate significant and unwarranted adverse effects on the environment;
 - (ii) Are not contrary to the sustainable management of natural and physical resources;
 - (iii) Amount to and promote the efficient use and development of resources;
 - (iv) Are otherwise consistent with the purpose and principles in Part 2 RMA; and
 - (v) Warrant being upheld in terms of section 171 RMA.

In particular, but without derogating from the generality of the above:

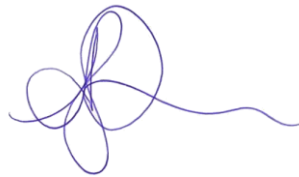
- (b) The wider Drury area has been rezoned to a mix of urban residential, business and open space zones and is ultimately intended to accommodate a population equivalent to Napier. Significant investment in infrastructure is being made by developers, local and central government.
- (c) The Submitter has significant landholdings within the area identified in the Auckland Unitary Plan as the Drury Centre Precinct. Land within the Drury Centre Precinct is zoned a mix of Business – Metropolitan Centre, Business – Mixed Use, and Open Space – Informal Recreation.
- (d) The works proposed in the NORs will support urbanisation of this land. The Submitter's key concern is ensuring that the roading infrastructure to be altered or provided for through the NORs is well integrated with and supports development enabled within the Drury Centre precinct and the broader Drury urban area.

- (e) **NOR1** is an appropriate and necessary response to the anticipated and planned future urbanisation of the land alongside SH1 Southern Motorway between the Drury and Drury South interchanges.
- (f) **NOR 4** proposes a cycleway along that portion of the western side of SH1 between the Bombay interchange and the vicinity of Quarry Road (“**the NOR Cycleway**”). In that regard:
 - (i) It is understood that Auckland Council, Auckland Transport and NZTA intend to connect the NOR Cycleway with a future active mode connection from the proposed Drury Central Rail Station, as indicated on Figure 2-2 of the Assessment of Environmental Effects lodged with the NORs.
 - (ii) The Submitter understands that a future active mode connection is proposed along Great South Road, to the north of the Railway, under the SH1 Southern Motorway, to the Great South Road / SH22 intersection (“**Proposed GSR Cycleway**”). The Submitter further understands that the Proposed GSR Cycleway is to be delivered in conjunction with the Drury network upgrades which are currently underway.
 - (iii) The Submitter understands that Auckland Transport is proposing a separate active mode connection from the Drury Centre Rail Station to the south of and parallel to the rail corridor, through the Drury Centre Precinct, and underneath SH1 Southern Motorway (“**Alternate AT Cycleway**”). The Submitter considers the Alternate AT Cycleway is superfluous, given that it duplicates the Proposed GSR Cycleway, and will incur significant unnecessary expense.
 - (iv) The Submitter supports the integration of the NOR Cycleway with the Proposed GSR Cycleway. [Nb: The Submitter does not support the Alternate AT Cycleway and will oppose that cycleway through the relevant future processes.]
- (g) The Drury South Interchange will be one of the access routes for development within the Drury Central, Drury East and Waihoehoe Precincts. As such, the Submitter supports delivery of **NOR 5**, as this will unlock further development opportunities within the Drury Centre Precinct and support urbanisation of the land.

6. The Submitter seeks the following relief with regard to the Application:
- (a) That the NORs be approved and, if necessary, conditions imposed in order to ensure that the NORs are well integrated with, and support, development enabled within the Drury Centre Precinct.
 - (b) Such alternative or other relief or consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission.
7. The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter will consider presenting a joint case with them at the hearing.

DATED this 15th day of July 2024

KIWI PROPERTY HOLDINGS NO. 2 LIMITED by its
solicitors and duly authorised agents, Ellis Gould



D A Allan / A K Devine

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509, Auckland 1140, DX CP22003, Auckland. Telephone: 09 306 1075. **Attention:** Alex Devine (adevine@ellisgould.co.nz)

APPENDIX FIVE

**PROPOSED NOTICES OF REQUIREMENT
CONDITIONS**

Stage 2 Papakura to Bombay

SH1 Designation 6706 conditions alteration to SH1 Motorway

16 February 2024

Note: The track-change text in this document highlights where amendments are proposed as a part of Stage 2 of the Papakura to Bombay Project

Note: This condition set has been prepared with latest version of the SH1 Designation 6706 conditions, which was made operative in the Auckland Unitary Plan 8 September 2023. The set also includes the initial Clause 20A review of the SH1 Designation 6706 condition set made by Auckland Council as part of the NZTA Stage 1B2 of the Papakura to Drury South Project EPA decision, received 6 September 2023.

Definitions and Explanation of Terms

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Papakura to Drury South Stage 1B1, Stage 1B2 and Stage 2.
Application	The notices of requirement and applications for resource consents and supporting information for Papakura to Drury South Stage 1B1 dated 24 June 2021, Stage 1B2 dated 21 October 2022, and the notice of requirement and supporting information for Stage 2 dated 16 February 2024.
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
Certification	Certification is confirmation from the Council that a management plan meets the requirements of the conditions of the consents or designation that relate to it.
CHTMP	Chemical Treatment Management Plan
Clean Granular Fill Material	Material largely free of silts, muds, dust as well as toxicants.
CMA	Coastal Marine Area
CNVMP	Construction Noise and Vibration Management Plan
Common marine and freshwater area	<p>The area surrounding Jesmond Bridge including the coastal marine area (CMA) and the freshwater streambed immediately upstream.</p> <p>The Auckland Unitary Plan Operative in Part (Updated 12 March 2021) defines the CMA as</p> <p><i>“the same meaning as in the Resource Management Act 1991 except where the line of mean high water springs crosses a river specified in Appendix 7 Coastal Marine Area boundaries, the landward boundary must be the point defined in the appendix.”</i></p> <p>The CMA referred to within the application only relates to the seaward (northern) side of Jesmond Bridge. The CMA boundary at Jesmond Bridge is illustrated on the Auckland Council Geomaps.</p>
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CSMP	Contaminated Site Management Plan

CSRMP	Coastal and Stream Works Reinstatement Management Plan
CTMP	Construction Traffic Management Plan
EIMP	Electricity Infrastructure Management Plan
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> • Geotechnical investigations (including in the CMA) and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
ESCP	Erosion and Sediment Control Plan
GD01	Auckland Council's Guideline Document 2017/001 Stormwater Management Devices in the Auckland Region.
GD05	Auckland Council's Guideline Document 2016/005 Erosion and Sediment Control Guide for Land Disturbing Activities in the Auckland Region.
HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
MWHS	Mean High Water Springs is the highest level that spring tides reach on the average over a period of time.
Mesh	Mesh refers the existing erosion control blanket plastic mesh located on stream banks.
NESCS	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
NIP	Network Integration Plan
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NFRP	Native Fish Relocation Plan
NOR	Notice(s) of Requirement
Designation 6706	Alteration of Designation 6706 for 'Motorway purposes between Auckland Hamilton'
Designation SUP	Designation for the construction, operation, and maintenance of a shared path and associated infrastructure.

NUMP	Network Utility Management Plan
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation and maintenance of Papakura to Drury South Stage 1B1, Stage 1B2, or Stage 2 and associated works.
Project Area	Refers to a specific area of works defined by the extent of each Project Stage (i.e. Stage 1B1, 1B2, and Stage 2).
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	Waka Kotahi NZ Transport Agency <i>Note: referred to as NZ Transport Agency Waka Kotahi in the Stage 2 Application</i>
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCMP	Stakeholder and Communications Management Plan
Waka Kotahi Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to Waka Kotahi activities. For the purpose of this application the Southern IIG includes Relevant Iwi Authorities as defined by the Covid-19 Recovery (Fast Track Consenting) act 2020. <i>Note: referred to as NZTA's Southern IIG in the Stage 2 Application</i>
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 1B1, Stage 1B2 or Stage 2 works areas.
SQEP	A suitably qualified environmental practitioner for the purpose of the assessment of contaminated land (Guidance on what is expected of the SQEP is provided in the <i>NESCS User's Guide 2012</i>).
SSESCP	Site Specific Erosion and Sediment Control Plan
Stage	Stage 1B1, Stage 1B2, or Stage 2 of the Project as referred to in a specific condition.
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan
Waka Kotahi	Waka Kotahi NZ Transport Agency <i>Note: Referred to as NZ Transport Agency Waka Kotahi, or NZTA in the Stage 2 Application</i>

Conditions

Guide to reading the conditions

The conditions are identified as follows:

Set of proposed conditions	Numbering format
General conditions	GC
Pre-construction conditions	PC
Marine and Wharves	MW
Historic Heritage	HH
General construction conditions	CC
Construction noise and vibration	CNV
Construction traffic	CT
Contaminated land	
Urban design, landscape, visual and natural character	LV
Earthworks and land disturbance	EW
Coastal activities	CA
Stream works	ST
Stormwater	SW
Groundwater	GW
Ecology	EC
Arboriculture	AB
Operational Noise	ON

Conditions – Alteration of Designation 6706 [2024]

The purpose of the Designation 6706 is '*Motorway purposes between Auckland Hamilton*'

In addition to the conditions below, the following also form part of this condition set:

Definitions and explanations of terms

General conditions (GC)

Ref	Condition
Standard conditions	
GC.1	<p>(a) Except as provided for in the conditions and subject to the final design, the Project shall be undertaken in general accordance with the following plans and information submitted with the Applications dated 14 June 2021, 21 October 2022, <u>and 10 August 2023</u>:</p> <ul style="list-style-type: none"> (i) <i>Assessment of Effects on the Environment Rev C</i> dated 31 May 2021, specifically Section 2.1 the Proposed Project Works Description and Section 2.2 Proposed Construction Methodology. (ii) The General Arrangement Drawings in Appendix F of <i>the Resource Consent and Notices of Requirement Application and Assessment of Effects on the Environment Rev C</i> dated 31 May 2021. (iii) <i>Assessment of Effects on the Environment Rev</i> dated 21 October 2022, specifically Section 2.1 the Proposed Project Works Description and Section 2.2 Proposed Construction Methodology. (iv) The General Arrangement Drawings in Appendix F of <i>the Resource Consent and Notices of Requirement Application and Assessment of Effects on the Environment Rev</i> dated 21 October 2022. <p>(b) Where there may be an inconsistency between the documents listed in clause (a) above and the specific requirements of these conditions, these conditions shall prevail.</p> <p>(c) Where there is an inconsistency between the documents listed in clause (a), provided by the applicant as part of the resource consent and notices of requirement, the most recent plans and information prevail.</p> <p>(d) Response to Further Information Request No1 (Stage 1B1) and No2 (Stage 1B1) dated 15 September 2021.</p>
GC.2 (GC.2 is applicable to Stage 2 Project Area only)	<p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1:</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.
Designation Review	
GC.3	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.

GC.4	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Project Information [applicable to Stage 2 Project Area only]	
GC.5 (GC.5 is applicable to Stage 2 Project Area only)	<p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established and when funding is secured for the Project. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated detailed design and construction timeframes for the Project; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
Network Utility Operators (Section 176 Approval) [applicable to Stage 2 Project Area only]	
GC.6 (GC.6 is applicable to Stage 2 Project Area only)	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.
Network Integration Plan (NIP) [applicable to Stage 2 Project Area only]	
GC.7 (GC.7 is applicable to Stage 2 Project Area only)	<p>(a) A Network Integration Plan (NIP) shall be prepared, in collaboration with Auckland Transport, to manage potential effects resulting from the staging and implementation of the network and to enable suitable and safe transitions between State Highways and local roads. This may include upgrades and improvements if appropriate. The NIP will consider the following:</p> <ul style="list-style-type: none"> (i) The project implementation approach and any staging of the project including design, management and operational matters; (ii) Sequencing of the project within the adjoining planned transport network.

	<p>including design, management and operational matters; and</p> <p>(iii) Details of any planning and design matters</p> <p>(b) Specific locations identified within the geographic scope of NoR 1 include:</p> <p>(i) Active mode connections at Quarry Road.</p>
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Pre-construction conditions (PC)

Ref	Condition
Pre-construction site meeting	
PC.1	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> (a) The meeting shall be located on the Project site unless otherwise agreed; (b) The meeting shall include representation from the contractor who will undertake the works; (c) The meeting shall include the project archaeologist (d) The following information shall be made available at the pre- construction meeting: <ul style="list-style-type: none"> (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans as per the requirements of the resource consents; and (v) A copy of any archaeological authority if obtained for the project works. (e) Representatives of the Waka Kotahi Southern IIG shall be invited to attend the pre- construction meeting.
PC.2	<p>Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The Waka Kotahi Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.</p>

Outline Plan(s) of Works (designation)

PC.3

- (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.
- (b) Outline Plan (or Plans) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project.
- (c) Outline Plan (or Plans) shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the Waka Kotahi Southern IIG, which may include:
 - (i) Construction Noise and Vibration Management Plan (CNVMP);
 - (ii) Historic Heritage Management Plan (HHMP); **and**
 - (iii) Landscape planting plans prepared in accordance with the principles and preliminary plans contained in the Project ULDF and taking into consideration planting specified in management plans required by conditions of resource consent number BUN60415513; **and**
 - (iv) Network Utility Management Plan (NUMP) [for the Stage 2 Project Area only].**
- (d) The management plans shall summarise comments received from the Waka Kotahi Southern IIG along with a summary of where comments have:
 - (i) Been incorporated; and
 - (ii) Where not incorporated the reasons why.
- (e) The Outline Plan shall include a summary confirming how the detailed design of the Project has been undertaken in collaboration with the Waka Kotahi Southern IIG representatives to enable exploring of opportunities for enhancing the mauri and acknowledging the mana of Oopaheke Pa, Otuuwairoa Stream and the Manukau Harbour and the identification of ways to implement these opportunities.
- (f) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.

PC.4

- (a) Following submission of the Outline Plan(s), the CNVMP and the HHMP may be amended if necessary, to reflect any changes in design, construction methods or management of effects. Any amendments to the plans are to be discussed with and submitted to the Manager for information without the need for a further Outline Plan process unless those amendments once implemented would result in a materially different outcome to that described in the original Outline Plan.
- (b) Where the CNVMP and HHMP was prepared in consultation with other parties, any material changes to that plan shall be prepared in consultation with those same parties.

PC.5	<p>Prior to the lodgment of any outline plan of works for activities on the following roads:</p> <ul style="list-style-type: none"> (a) Flanagan Road; (b) Pitt Road; (c) Great South Road); (d) Quarry Road (applicable to the Stage 2 Project Area only); (e) Maketu Road (applicable to the Stage 2 Project Area only); and (f) 31 – 37 Bremner Road access; and (g) Tegal Road (applicable to the Stage 2 Project Area only). <p>Waka Kotahi New Zealand Transport Agency will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</p> <p><u>ADVICE NOTE (applicable to the Stage 2 Project Area only):</u></p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p>
Specific Outline Plan of Works Requirements [applicable to Stage 2 Project Area only]	
PC.6 [applicable to Stage 2 Project Area only]	<ul style="list-style-type: none"> (a) The Project shall be designed to ensure post-Project flood <u>risks) levels during a 1% AEP event</u> are maintained at pre-Project levels outside the designation extent. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project <u>100-year ARI</u> flood levels (for <u>Existing Development without climate change and</u> Maximum Probable Development including allowances for climate change).
Existing Property Access [applicable to Stage 2 Project Area only]	
PC.7 [applicable to Stage 2 Project Area only]	<p><u>Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the landowner.</u></p>

Stakeholder Communications Management Plan

PC.9

- (a) A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.
- (b) The purpose of the SCMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be communicated with throughout the Construction Works.
- (c) To achieve the purpose, the SCMP shall include:
 - (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
 - (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
 - (iii) methods for engaging with the Waka Kotahi Southern IIG to be developed in consultation with the Waka Kotahi Southern IIG;
 - (iv) methods for engaging with Parks, Sports and Recreation and Land Advisory, to be developed in consultation with Parks, Sports and Recreation and Land Advisory;
 - (v) a list of stakeholders, organisations, businesses and persons who will be communicated with;
 - (vi) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities;
 - (vii) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.
- (d) any SCMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.

Stakeholder Communications and Engagement Management Plan (SCEMP)

[applicable to Stage 2 Project Area only]

PC.9a (PC.9a is applicable to Stage 2 Project Area only)

- (d) A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction for a stage of work.
- (e) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land, and Network Utility Operators with assets within or adjoining the designation) will be engaged with prior to and throughout the Construction Works.
- (f) To achieve the purpose, the SCEMP shall include:
 - (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
 - (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
 - (iii) methods for engaging with the Waka Kotahi Southern IIG to be developed in consultation with the Waka Kotahi Southern IIG;
 - (iv) methods for engaging with Parks, Sports and Recreation and Land Advisory, to be developed in consultation with Parks, Sports and Recreation and Land Advisory;
 - (v) a list of stakeholders;
 - (vi) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to;
 - (vii) methods to engage with stakeholders and the owners of properties identified in (v) and (vi) above;
 - (viii) methods and timing to engage with owners and occupiers whose access is directly affected;
 - (ix) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities;
 - (x) linkages and cross-references to communication methods set out in other conditions and management plans where relevant;
 - (xi) A record of the engagement undertaken with those listed in (v) and (vi) above, including summaries of feedback and any response given or action taken by the Requiring Authority as a result of that feedback.
- (d) any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.

Complaints Management Process

PC.10	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. (vii) A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.
PC.11	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utilities Integration [applicable to Stage 2 Project Area only]	
PC.12 [PC.12 is applicable to Stage 2 Project Area only]	<p>The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.</p>

General construction conditions (CC)

Ref	Condition
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions as well as a copy of any archaeological authority if obtained for the project works shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	
CC.4	<ul style="list-style-type: none"> (a) A Construction Environmental Management Plan (CEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (c) To achieve the purpose, the CEMP shall include: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public;

Ref	Condition
	<ul style="list-style-type: none"> (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; (xii) methods for amending and updating the CEMP as required; (xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and (xiv) measures to manage discharge of sediment or other contaminants <p>(d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work.</p> <p>(e) The CEMP shall be prepared having regard to the Waka Kotahi Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.</p>
CC.5	<p>If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.</p>
Network Utility Management Plan	
CC.6	<ul style="list-style-type: none"> (a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. (c) To achieve the purpose, the NUMP shall include methods to: <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the Project. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.

	(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
CC.6a (CC.6a is applicable to Stage 2 Project Area only)	<p>A Network Utility Management Plan (NUMP) prepared for the Stage 2 Project area shall, in addition to the requirements under CC.6, also:</p> <p>(a) Be prepared in consultation with the relevant Network Utility Operator(s) who have planned assets that are directly affected by the Project.</p> <p>(b) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.</p>
Transpower [Conditions CC.7 to CC.12 apply to Stage 1B1 and Stage 2 of the Project]	
CC.7	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.8	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.9	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line and 10.5m for the HLY-OTA-A 220kV line.
CC.10	Temporary and permanent works shall be designed to maintain a comparable standard of access to the Bombay to Otahuhu A (BOB-OTA-A) 110kV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.11	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.12	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Electricity Infrastructure Management Plan [Conditions CC.13 to CC.18 apply to Stage 1B1 and Stage 2 of the Project]	
CC.13	An Electrical Infrastructure Management Plan (EIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 15(ii) below. The EIMP shall be prepared in consultation with Transpower.
CC.14	The purpose of the EIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

CC.15	<p>(a) To achieve the purpose, the EIMP shall include:</p> <ul style="list-style-type: none"> (i) Roles and responsibilities of staff and contractors responsible for implementation of the EIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.7 – CC.10 above;
	<ul style="list-style-type: none"> (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: <ul style="list-style-type: none"> A. Maintain access to the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.16	<p>The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.</p>
CC.17	<p>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets until the EIMP required by Condition CC.15 above has been completed and either:</p> <ul style="list-style-type: none"> (a) the Project has been designed to comply with Condition CC.7 – CC.10 above; or (b) the BOB-OTA-A 110kV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.
CC.18	<p>Construction works shall be undertaken in accordance with the Electrical Infrastructure Management Plan prepared in accordance with Condition CC.15 above.</p> <p>ADVICE NOTE:</p> <p><i>Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to:</i></p> <p><u>transmission.corridor@transpower.co.nz</u></p>

Mana whenua (MW)

Ref	Condition
Cultural Monitoring Plan	
MW.1	<p>(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the Waka Kotahi Southern IIG.</p> <p>(b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the Waka Kotahi Southern IIG and to minimise potential adverse effects on these values.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the Waka Kotahi Southern IIG; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel nominated by the Waka Kotahi Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the Waka Kotahi Southern to assist with management of any issues identified during cultural monitoring. <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the Waka Kotahi Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition MW.1(c)(i) to (v).</p> <p>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</p> <p>ADVICE NOTE:</p> <p><i>For the purposes of the Project, RIAs are considered to be members of the Southern Iwi Integration Group.</i></p>

Historic Heritage (HH)

Ref	Condition
Historic Heritage Management Plan	
HH.1	<p>(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and the Waka Kotahi Southern IIG.</p> <p>(b) The purpose of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable.</p> <p>(c) To achieve the purpose, the HHMP shall identify:</p> <ul style="list-style-type: none"> (i) Specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; (ii) Earthworks within 50 m of the identified extents of archaeological sites or waterways, for monitoring by an archaeologist, at least four weeks in advance of the general construction works to ensure adequate time is allowed for archaeological investigation if required; (iii) Known archaeological sites and potential archaeological sites within the designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; (iv) Methods for managing any unrecorded archaeological sites or post-1900 heritage sites within the designation, which shall also be documented and recorded; (v) Methods for identifying and assessing any known or potential built heritage sites within the designation including details of their condition and measures to mitigate any adverse effects in accordance with the HNZPTA guideline AGS 1A; (vi) Roles, responsibilities and contact details of Project personnel, the Waka Kotahi Southern IIG representatives and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Project works, compliance with AUP accidental discovery rule, and monitoring of conditions; (vii) Provision for access for the Waka Kotahi Southern IIG to carry out tikanga and cultural protocols; (viii) Methods for protecting or minimising adverse effects on heritage and archaeological sites within the designation during Project works as far as practicable, (for example fencing around heritage and archaeological sites to protect them from damage during construction); (ix) Protocols to manage accidental discovery of archaeological material as provided for under both the AUP and HNZPTA, including notification of the site owner and or administrator; (x) Measures for secure on-site storage and archiving of any archaeological materials; (xi) Training requirements for contractors and subcontractors on processes and procedures for heritage and archaeological sites within the designation, and legal obligations relating to finds and accidental discoveries (under both the AUP and HNZPTA); and

	<p>(xii) Methods for appropriate public dissemination of knowledge gained from heritage investigations.</p> <p>(d) At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.</p> <p>(e) Conditions HH.2 and HH.3 deleted</p>
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Construction noise and vibration (CNV)

Ref	Condition
Construction noise and vibration management plan	
CNV.1	<p>(a) A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for information.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions CNV.2 and CN.3 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the Waka Kotahi State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) management and mitigation options, and identification of the Best Practicable Option; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;

Ref	Condition
	<ul style="list-style-type: none"> (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) identification of areas where compliance with the noise [Condition CNV.2] and/or vibration standards [Condition CNV.3] Category A or Category B will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites; (xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CNV.2] and/or vibration standards [Condition CNV.3] Category A or Category B will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls [Condition CNV.1(c)(x)]; (xii) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xiii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiv) requirements for review and update of the CNVMP. <p>(d) The CNVMP shall address the specific measures for 168 Flanagan Road recommended in the report of Marshall Day Acoustics dated 15 October 2021.</p>

Noise Criteria

CNV.2

Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:

Table CNV.1 Construction noise criteria

Day of week	Time	dB LAeq(15min)	dB LAmax
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85

Ref	Condition																																
		1800 – 2000	45	75																													
		2000 – 0630	45	75																													
	Other occupied buildings																																
	All days	0730 - 1800	75	n/a																													
		1800 - 0730	80	n/a																													
Vibration Criteria																																	
CNV.3	<p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table CNV.2 Construction vibration criteria</p> <table><tr><th>Receiver</th><th>Details</th><th>Category A</th><th>Category B</th></tr><tr><td rowspan="2">Occupied Activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td rowspan="3">All other buildings</td><td>At all other times</td><td>5mm/s ppv</td><td>BS 5228-2*</td></tr><tr><td>Vibration transient</td><td></td><td>Table B2</td></tr><tr><td>At all other times</td><td>5mm/s ppv</td><td>BS 5228-2*</td></tr><tr><td></td><td>Vibration continuous</td><td></td><td>50% of Table B2 values</td></tr></table> <p><i>*BS 5228-2:2009 ‘Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration’</i></p> <p>(b) Where compliance with the vibration standards set out in Table CNV.1 is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition CNV.4 shall apply.</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.</p> <p>(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated.</p>				Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times	5mm/s ppv	BS 5228-2*	Vibration transient		Table B2	At all other times	5mm/s ppv	BS 5228-2*		Vibration continuous		50% of Table B2 values
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	Vibration transient		Table B2																														
	At all other times	5mm/s ppv	BS 5228-2*																														
	Vibration continuous		50% of Table B2 values																														
CNV.4	<p>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:</p> <p>(i) construction noise is either predicted or measured to exceed the noise standards in Condition CNV.2;</p>																																

Ref	Condition
	<ul style="list-style-type: none"> (ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CNV.3. (ii) For works, if night-time piling is necessary for the works. <p>(b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CNV.2 and CNV.3; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. <p>(c) The Schedule shall be submitted to the Manager for information at least 5 working days, except in unforeseen circumstances, in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p>

Construction traffic (CT)

Ref	Condition
Construction traffic management plan	
CT.1	<p>(a) A Construction Traffic Management Plan (CTMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro) and KiwiRail. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager.</p> <p>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(c) To achieve this purpose, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory;

	<ul style="list-style-type: none"> (v) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Park Estate Road and Bremner Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; (ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); (x) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with Waka Kotahi's Code of Practice for Temporary Traffic Management; (xi) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. <p>(d) Any CTMP prepared for a Stage of Work shall be prepared in consultation with Auckland Transport and submitted to the Manager for information 10 working days prior to the Start of Construction for a Stage of Work.</p> <p>ADVICE NOTE:</p> <p><i>Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.</i></p>
CT.2	<p>Consultation with Auckland Transport shall be undertaken at the earliest opportunity with regard to the preferred option for the SH1 Bremner Road Overbridge and Jesmond Bridge replacement works to ensure:</p> <ul style="list-style-type: none"> (a) That passenger transport services can be efficiently provided on the road network; and (b) That there is sufficient capacity and viable alternative routes in the transport network to accommodate cumulative construction traffic demands in the wider area.
CT.3 [CT.3 is applicable to Stage 2 Project Area only]	<p>A CTMP prepared for the Stage 2 Project Area shall also include the following to achieve the purpose of the CTMP set out in CT.1:</p> <ul style="list-style-type: none"> (a) a Network Performance Monitoring regime during the construction phase, to establish and monitor minimum network performance parameters to be achieved during the construction phase, including maximum increases in journey time and traffic volumes along key routes. Routes to be subjected to journey time monitoring should include, but not be limited to:

	<ul style="list-style-type: none"> ○ State Highway 1 Southern Motorway between Papakura and Bombay ○ any roads used as diversionary routes to the motorway ○ Any other roads in the adjoining road network that are subject to significant traffic impact as a result of the construction works <p>Appropriate thresholds for excessive journey times should be determined based on average travel times surveyed over the selected routes prior to the commencement of works. In the event of thresholds being exceeded, appropriate travel demand management (TDM) measures should be implemented and levels of modal shift or uptake of any TDM measures should be monitored accordingly.</p>
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Urban design and landscaping (LV)

Ref	Condition
Urban Design and Landscape Framework	
LV.1 (this condition applies to Stage 1B2 of the Project)	Landscape planting plans within Stage 1B2 shall be prepared generally in accordance with the principles and preliminary plans contained in the Project ULDF Rev G dated June 2022 and in consultation with the Waka Kotahi Southern IIG. The landscape planting plans shall take into consideration planting specified in management plans required by conditions of resource consent number BUN60415513.
LV.2	All Project planting shall be fully implemented by the completion of the first planting season following the completion of Project works in a Specific Area.
LV.3	Any Project planting that fails to establish, or that decline or die within 5 years, must be replaced to the satisfaction of the Manager. The replacement trees must be of similar grade and size to that originally planted.
LV.4 (this condition applies to Stage 1B2 of the Project)	Project planting shall include at least 20 indigenous trees at a spacing of 3.0 m that have a minimum height of 2.5 m at planting and a minimum height of 5.0 m at maturity on the east side of the motorway corridor from chainage 12600 to 12750.
Urban and Landscape Design Management Plan (ULDMP) [LV.5 is applicable to the Stage 2 Project Area only]	
LV.5	<p>(a) A ULDMP shall be prepared prior to the Start of Construction for a the first Stage of Work for the NoR.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context including works associated with related NoRs; (ii) Respond to the interrelationship between overlapping NoRs to achieve a coordinated and cohesive design response; (iii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and (iv) Acknowledge and recognise the whakapapa mana whenua have to the Project area. <p>(c) Mana Whenua shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition HH.1 (Historic Heritage Management Plan) may be reflected in the ULDMP.</p> <p>(d) Key s Stakeholders identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with the principals and contained in the Project Urban and Landscape Design Framework (UDLF) Rev G dated February 2024.</p> <p>(f) The UDLMP shall be prepared in general accordance with:</p>

- (i) Bridging the Gap: NZTA Urban Design Guidelines (2013) or any subsequent versions.
 - (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;
 - (iii) NZTA Landscape Guidelines (March 2018) or any subsequent version.
- (g) To achieve the objective, the ULDMP(s) shall provide details of how the project:
- (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones, having particular regard to the most appropriate edge treatment;
 - (ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to:
 - A. how to protect and enhance connections to the Māori cultural landscape;
 - B. how and where accurate historical signage can be provided along the corridor;
 - C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided;
 - D. how opportunities to utilise flora and fauna with a specific connection to the area are provided;
 - (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order:
 - A. opportunities for ki uta ki tai (a catchment scale approach);
 - B. opportunities for net catchment benefit;
 - C. green infrastructure and nature-based solutions; and
 - D. opportunities for low maintenance design.
 - (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;
 - (v) Promotes inclusive access (where appropriate); and
 - (vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as:
 - A. Crime Prevention Through Environmental Design (CPTED) principles;
 - B. Safety in Design (SID) requirements; and
 - C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.
 - (vii) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate.
- (h) The ULDMP(s) shall include:
- (i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;
 - (ii) Developed design concepts, including principles for walking and cycling

	<p>facilities and public transport; and</p> <p>(iii) Landscape and urban design details.</p> <p>(i) The ULDMP shall also include the following planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <ul style="list-style-type: none"> A. Identification of existing trees and vegetation that will be retained, including any protected trees immediately adjacent to the designation, and any planting requirements under the Ecological Management Plan (Condition EC.1). Where practicable, mature trees and native vegetation should be retained; B. measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified as protected or notable in the AUPOP at the time of lodgement (16 February 2024). C. Street trees, shrubs and ground cover suitable for the location; D. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; E. planting of stormwater wetlands; F. Integration of any planting requirements required by conditions of any resource consents for the project; and G. Re-instatement planting of construction and site compound areas as appropriate. <p>(ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened in any public interfaces.</p> <p>(iii) A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iv) Detailed specifications relating to the following:</p> <ul style="list-style-type: none"> A. Weed control and clearance; B. Pest animal management (to support plant establishment); C. Ground preparation (top soiling and decompaction); D. Mulching; and E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species. <p>(v) Identification of existing network utilities, and any measures to ensure that any proposed planting and landscaping does not adversely affect network utilities nor access to such utilities for the purposes of maintenance and upgrades.</p>
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Advice Note:

Any works provided for by the designation within public open space land (Auckland Council Parks land) are subject to landowner approval processes, whereby the requiring authority will need to get approval for any such works from Auckland Council as the landowner.

Ecology (EC)

Pre-Construction Ecological Survey [EC.1 is applicable to the Stage 2 Project Area only]

- EC.1**
- (a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:
 - i) Confirming whether the species of value within Biodiversity Areas¹ identified in Schedule 2 are still present, and;
 - ii) Confirming whether the Project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with ~~the EIANZ guidelines~~ **industry best practice**.
 - (b) If the ecological survey confirms the presence of ecological features of value in accordance with Condition EC.1 (a)(i) and that effects are likely in accordance with Condition EC.1 (a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition EC.2 for these areas.

Ecological Management Plan (EMP) [EC.2 is applicable to the Stage 2 Project Area only]

- EC.2**
- (a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition EC.1) prior to the Start of Construction for a Stage of Work and submitted to the Manger for information. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:
 - i) If an EMP is required in accordance with Condition EC.1(b) for the presence of long-tail bats:
 - A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats.
 - B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable;
 - C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats;
 - D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives);
 - E. Details of measures to minimise operational disturbance from light spill; and
 - F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.
 - ii) If an EMP is required in accordance with the Condition EC.1(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):
 - A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and

¹ **Biodiversity Areas:** refers to an area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.

- B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds.
- iii) If an EMP is required in accordance with Condition EC.1(b) for the presence of Threatened or At-Risk wetland birds:
- A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;
- B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
- C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50100m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;
- D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50100m of any construction area (including laydown areas). Measures could include:
- i. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
 - ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should must not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;
 - iii. minimising the disturbance from the works if construction works are required within 50100 m of a nest, as advised by a Suitably Qualified Person;
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and
 - v. minimising light spill from construction areas into Wetlands.

Advice Note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- i. Stream and/or wetland restoration plans;
- ii. Vegetation restoration plans; and
- iii. Fauna management plans (eg avifauna, herpetofauna, bats).

Arboriculture (AB)

Ref	Condition
AB.1	All works within the protected root zone of trees to be retained shall be supervised. Works within the protected root zone shall be undertaken as set out in the Arboricultural Assessments prepared by Peers Brown Miller Limited, dated September 2020 and dated 21 October 2022.

	Works within the protected root zone of trees impacted by the works shall be undertaken in accordance with the <i>Arboricultural Assessment prepared by Peers Brown Miller Ltd</i> , dated July 2023.
AB.2	There shall be no storage (or temporary storage) of materials, machinery, and equipment within the protected root zone of any protected tree.
Tree Management Plan [AB.3 applies to the Stage 2 Project Area only]	
AB.3	<p>(a) Prior to the Start of Construction, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition LV.3 (ULDMP).</p> <p>(b) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> i) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in Condition LV.3. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition LV.3(f); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards. ii) demonstrate how the tree management measures (outlined in A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Operational Noise (ON)

Ref	Condition
Low Noise Road Surface [ON.3 applies to the Stage 2 Project Area only]	
ON.1	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
ON.2	The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.
Traffic Noise [ON.3 applies to the Stage 2 Project Area only]	
ON.3	<p>(a) For the purposes of Conditions ON.3(a) to (p):</p> <ul style="list-style-type: none"> i) Building-Modification Mitigation – has the same meaning as in NZS 6806; ii) Design year has the same meaning as in NZS 6806; iii) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed; iv) Habitable Space – has the same meaning as in NZS 6806; v) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in in Schedule 3: Identified PPFs Noise Criteria Categories; vi) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;

- vii) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);
 - viii) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;
 - ix) P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation;
 - x) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in Schedule 3: Identified PPFs Noise Criteria Categories;
 - xi) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and
 - xii) Structural Mitigation – has the same meaning as in NZS 6806
- (b) The Noise Criteria Categories identified in Schedule 3: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions ON.3(a) to (p) (all traffic noise conditions).
- Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
- (c) As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule X: Identified PPFs Noise Criteria Categories.
- (d) Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
- (e) If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
- (f) Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
- (g) The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of completion of construction.
- (h) Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').
- (i) Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
- (j) For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition ON.3(g) above if:
- i) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or

- ii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
 - iii) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.3(e) above (including where the owner did not respond within that period); or
 - iv) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
 - v) If any of (i) to (v) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
- (k) Subject to Condition ON.3(f) above, within six months of the assessment undertaken in accordance with ON.3(e) and (f), the Requiring Authority shall write to the owner of each Category C Building advising:
- i) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and
 - ii) The options available for Building-Modification Mitigation to the building, if required; and
 - iii) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
- (l) Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
- (m) Subject to Condition ON.3(f), where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition ON.3(h) if:
- i) The Requiring Authority has completed Building Modification Mitigation to the building; or
 - ii) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
 - iii) The building owner did not accept the Requiring Authority's offer to implement Building Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.3(f) (including where the owner did not respond within that period); or
 - iv) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
- (n) Within twelve months of completion of construction of the Project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager.
- (o) The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.
- (p) The Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories do not need to be complied with where:
- i) the PPF no longer exists; or
 - ii) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.

Attachments [applicable to Stage 2 only]

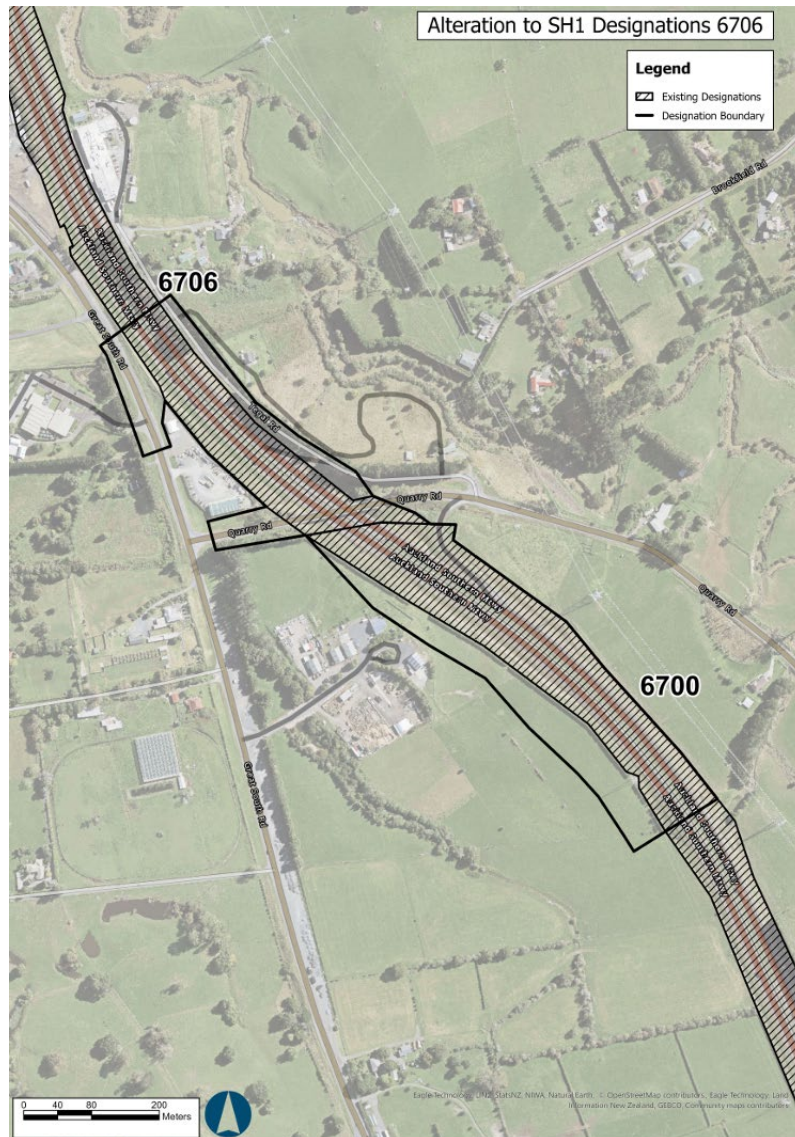
Schedule 1: General Accordance Plans and Information

Project Description

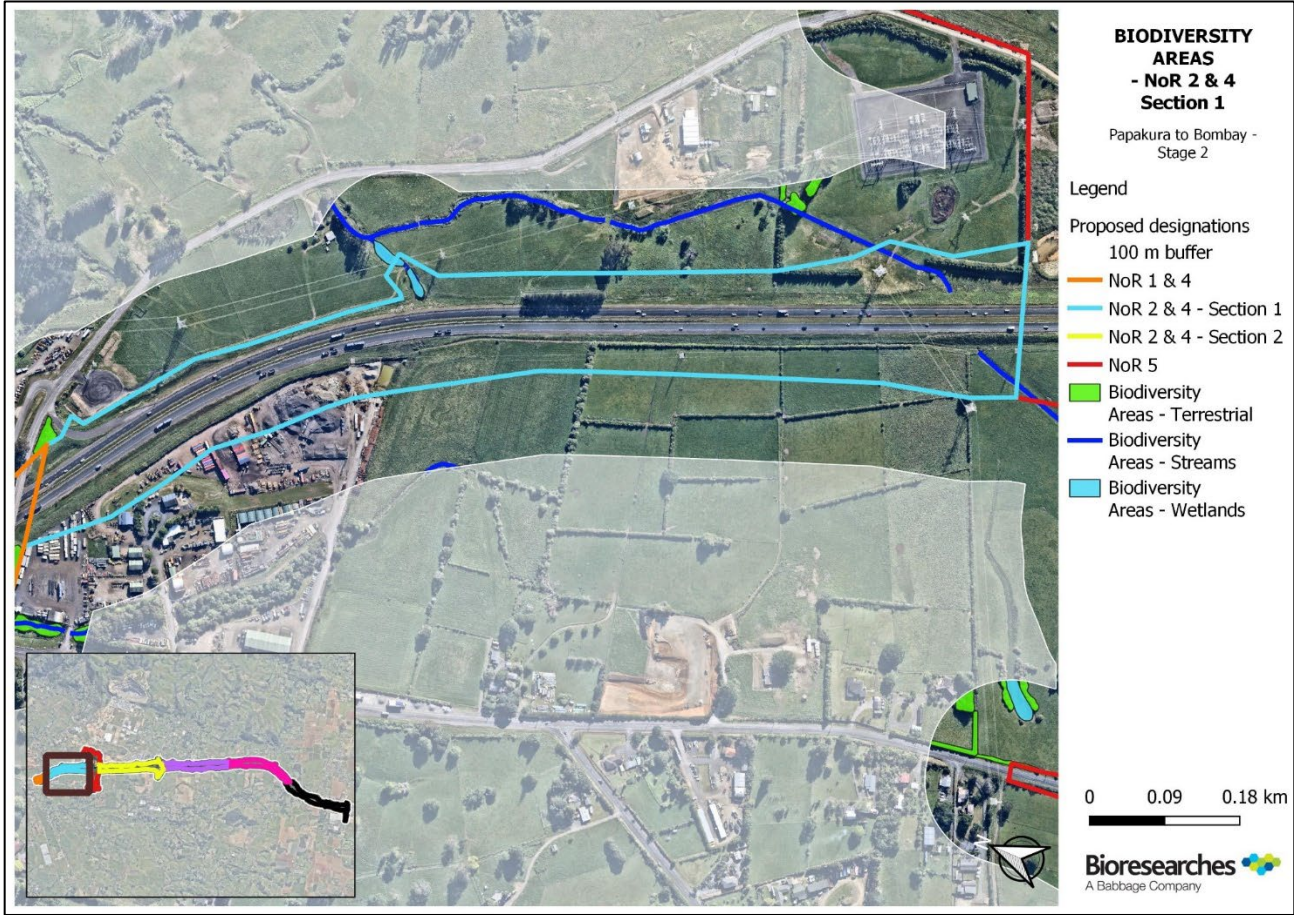
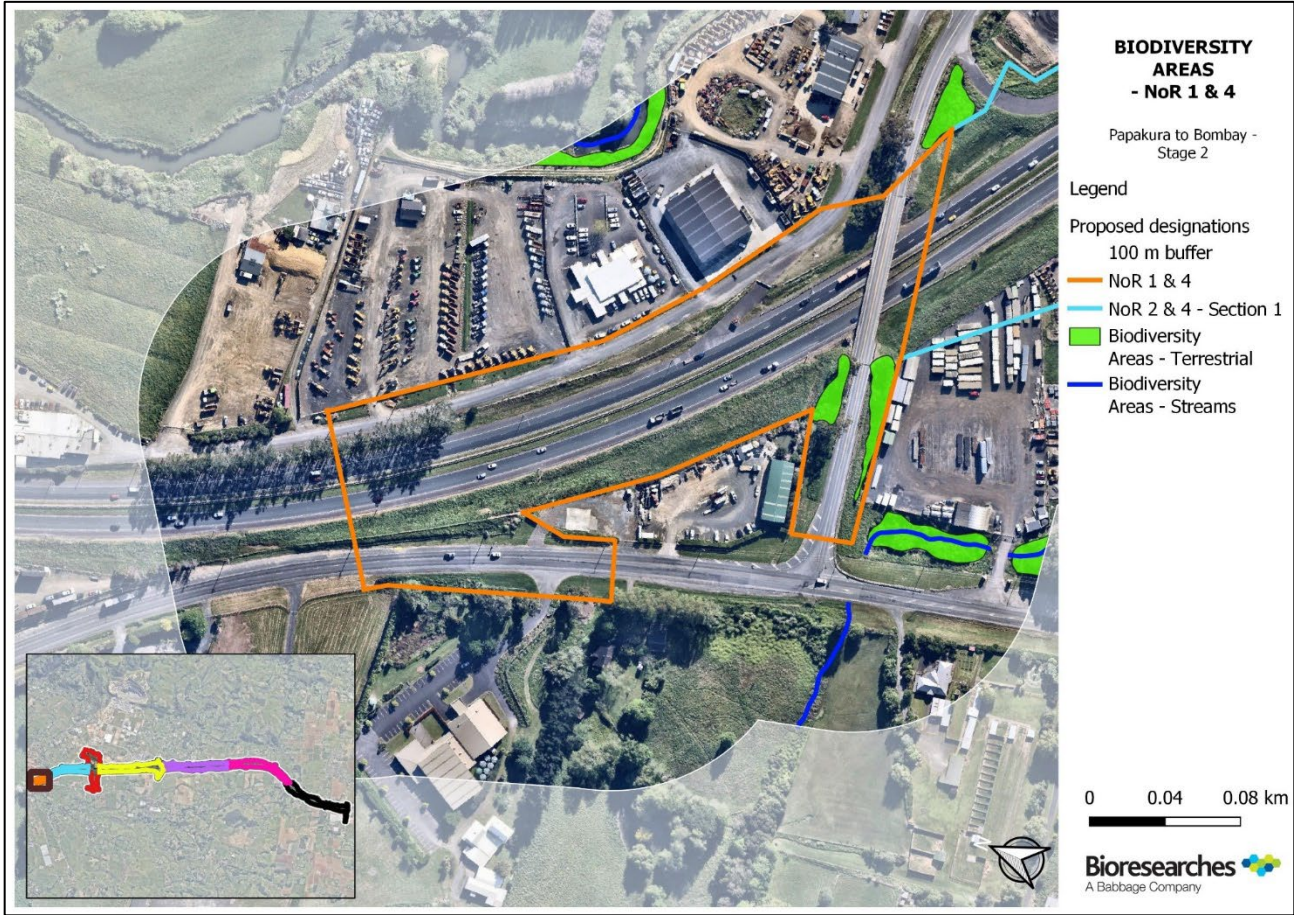
The proposed alteration is for the construction, operation, maintenance of a motorway between Drury Interchange 200m north of the Quarry Road over-bridge and Drury South Interchange, and associated infrastructure. The proposed works area is shown in the following Concept Plan and includes:

- Safety improvements including the upgrading of interchanges, wider shoulders, new barriers and improvements to lighting along the extent of the Project area;
- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Ecological Management Plan – Identified Biodiversity Areas

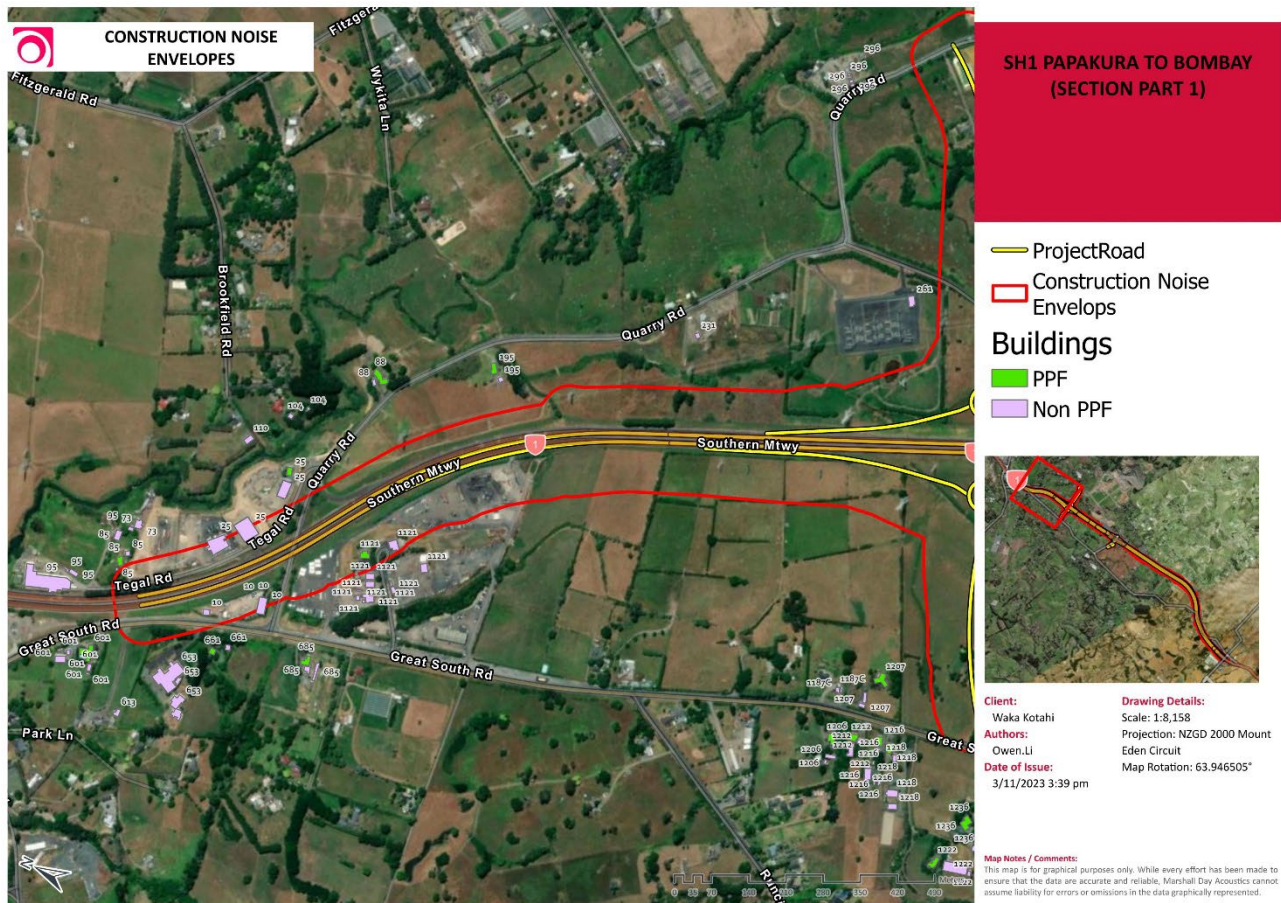


Schedule 3: Identified PPFs Noise Criteria Categories

Schedule: PPFs assess against alter road Criteria

PPF Address	Noise Criteria Category
601 Great South Road	B
661 Great South Road	A
685 Great South Road	A
1121 Great South Road	C
88 Quarry Road	A
195 Quarry Road	A
25 Tegel Road	A
85 Tegel Road	C

PPFs Location Map – assess against altered road Criteria



Stage 2 Papakura to Bombay

NoR 2: Alteration to SH1 Designation 6700 – ‘Motorway’

Proposed Draft Conditions

16 February 2024

Definitions and Explanation of Terms

In addition to the conditions below, the following also form part of this condition set:

- Definitions and explanations of terms
- Summary of documents identified in the Conditions; and,
- Schedules

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024.
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Designation 6700	Alteration of SH1 Designation 6700 for purpose of a 'Motorway'
EIMP	Electricity Infrastructure Management Plan
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> • Geotechnical investigations and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
HHMP	Historic Heritage Management Plan

Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
NIP	Network Integration Plan
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NUMP	Network Utility Management Plan
NZTA	NZ Transport Agency Waka Kotahi NZTA
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	NZ Transport Agency Waka Kotahi
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCMP	Stakeholder and Communications Management Plan
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

Conditions

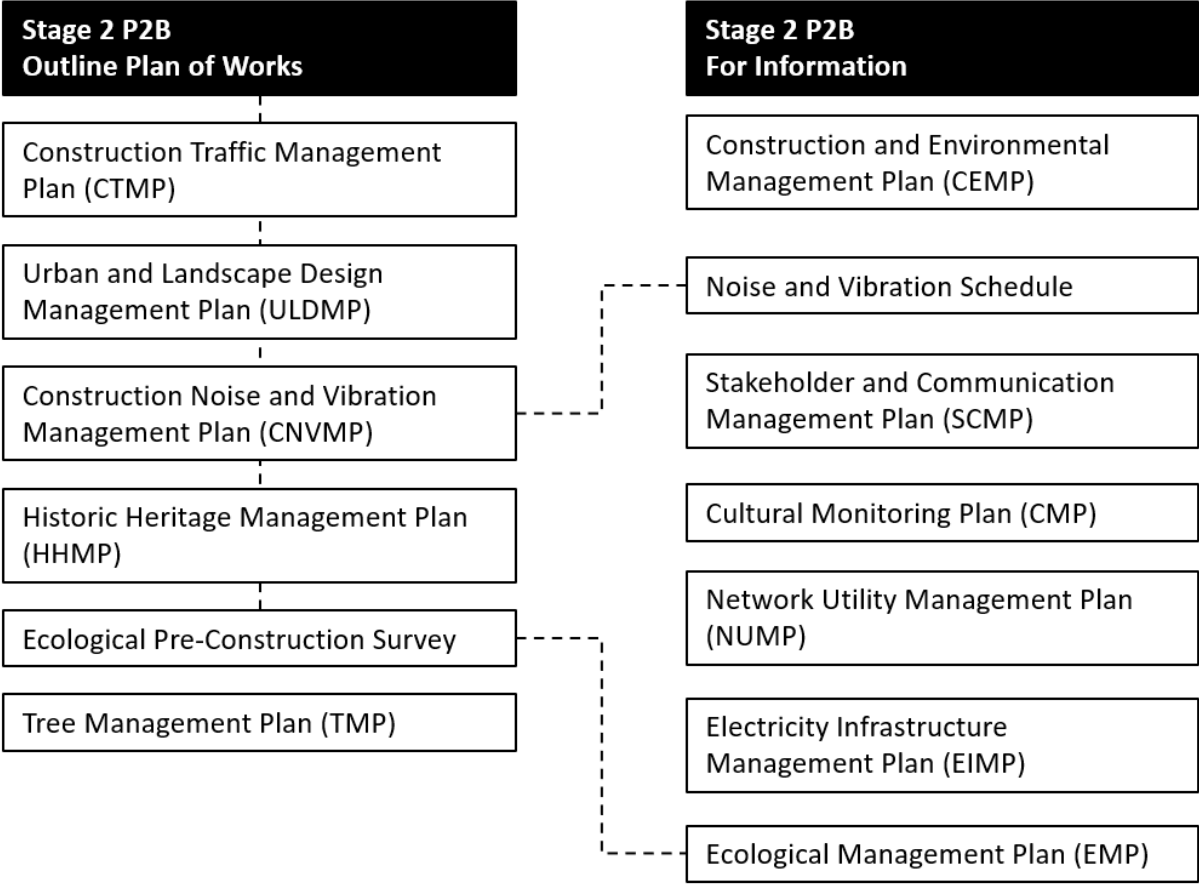
Guide to reading the conditions

The conditions are identified as follows:

Set of proposed conditions	Numbering format	Conditions
General conditions	GC	Activity in General Accordance Project Information Designation Review Network Utility Operators <u>Network Integration Plan</u>
Pre-constructions conditions	PC	Pre-construction meeting Outline Plan(s) of Works Management Plans Stakeholder <u>and</u> Communications <u>and Engagement</u> Management Plan Urban and Landscape Design Management Plan <u>Network Utilities Integration</u>
Specific Outline Plan conditions	OPW	Flood Hazard Existing Property Access
Construction conditions	CC	General Construction Environmental Management Plan Complaints Management Process Network Utility Management Plan Transpower Electricity Infrastructure Management Plan Cultural Monitoring Plan Construction traffic management plan Construction noise and vibration management plan Noise standards Vibration standards Historic Heritage Management Plan Pre-Construction Ecological Survey Ecological Management Plan Tree Management Plan

Operational conditions	OC	Low noise road surface Traffic noise
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Summary of documents identified in Conditions



Conditions – Alteration of SH1 Designation 6700

The purpose of the SH1 Designation 6700 is 'Motorway'

General conditions (GC)

Ref	Condition
Activity in General Accordance with Plans and Information	
GC.1	<p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1:</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.
Project Information	
GC.2	<p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established and when funding is secured for the Project. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated detailed design and construction timeframes for the Project; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
Designation Review	
GC.3	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and

	(ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
GC.4	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Network Utility Operators (Section 176 Approval)	
GC.5	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
Network Integration Plan (NIP)	
GC.6	<p>(a) A Network Integration Plan (NIP) shall be prepared, in collaboration with Auckland Transport, to manage potential effects resulting from the staging and implementation of the network and to enable suitable and safe transitions between State Highways and local roads. This may include upgrades and improvements if appropriate. The NIP will consider the following:</p> <ul style="list-style-type: none"> (i) The project implementation approach and any staging of the project including design, management and operational matters; (ii) Sequencing of the project within the adjoining planned transport network, including design, management and operational matters; and (iii) Details of any planning and design matters <p>(b) Specific locations identified within the geographic scope of NoR 2 include:</p> <ul style="list-style-type: none"> (i) Transport connections at the proposed new Drury South interchange with the local road network and the Drury South Precinct; and (ii) Transport connections at the upgraded Ramarama Interchange.

Pre-construction conditions (PC)

Ref	Condition
Pre-construction site meeting	
PC.1	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> a) The meeting shall be located on the Project site unless otherwise agreed; b) The meeting shall include representation from the contractor who will undertake the works; c) The following information shall be made available at the pre- construction meeting:

Ref	Condition
	<ul style="list-style-type: none"> (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans as per the requirements of the resource consents; and <p>d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.</p>
PC.2	Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.
Outline Plan(s) of Works (designation)	
PC.3	<ul style="list-style-type: none"> (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project (c) Outline Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG: <ul style="list-style-type: none"> (i) Construction Traffic Management Plan (CTMP); (ii) Construction Noise and Vibration Management Plan (CNVMP); (iii) Construction Environmental Management Plan (CEMP); (iv) Historic Heritage Management Plan (HHMP); (v) Ecological Management Plan (EMP); (vi) Tree Management Plan (TMP); and, (vii) Urban and Landscape Design Management Plan (ULDMP); and (viii) Network Utility Management Plan (NUMP). (d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.
Management Plans	
PC.4	<ul style="list-style-type: none"> (a) Any management plan shall: <ul style="list-style-type: none"> (i) Be prepared and implemented in accordance with the relevant management plan condition; (ii) Be prepared by a Suitably Qualified Person(s); (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates. (iv) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs and CNVMP Schedules.

Ref	Condition
	<p>(vi) Once finalised, uploaded to the Project website or equivalent virtual information source.</p> <p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation. (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process. (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCMPs, are to be submitted to the Council for information.</p>
PC.5	<p>Prior to the lodgement of any outline plan of works for activities on the following roads:</p> <ul style="list-style-type: none"> (a) Maketu Road; (b) Ararimu Road; (c) Maher Road; and; (d) Hillview Road; and (e) Harrison Road <p>NZTA will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</p> <p>ADVICE NOTE:</p> <p>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</p>
Stakeholder and Communications and Engagement Management Plan (SCEMP)	
PC.6	<ul style="list-style-type: none"> (a) A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction for a stage of work. (b) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land, and Network Utility Operators with assets within or adjoining the designation) will be communicated with engaged with prior to and throughout the Construction Works. (c) To achieve the purpose, the SCEMP shall include: <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);

Ref	Condition
	<ul style="list-style-type: none"> (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG; (iv) a list of stakeholders, <u>organisations, businesses and persons who will be communicated with;</u> (v) <u>a list of properties within the designation which the Requiring Authority does not own or have occupation rights to;</u> (vi) <u>methods to engage with stakeholders and the owners of properties identified in (iv) and (v) above.</u> (vii) <u>methods and timing to engage with owners and occupiers whose access is directly affected;</u> (viii) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (ix) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. (x) <u>A record of the engagement undertaken with those listed in (iv) and (v) above, including summaries of feedback and any response given or action taken by the Requiring Authority as a result of that feedback.</u> <p>(d) any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.</p>
Urban and Landscape Design Management Plan (ULDMP)	
PC.7	<ul style="list-style-type: none"> (a) A ULDMP shall be prepared prior to the Start of Construction for <u>a the first</u> Stage of Work <u>for the NoR.</u> (b) The objective of the ULDMP(s) is to: <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context <u>including works associated with related NoRs;</u> (ii) <u>Respond to the interrelationship between overlapping NoRs to achieve a coordinated and cohesive design response;</u> (iii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and (iv) Acknowledge and recognise the whakapapa mana whenua have to the Project area. (c) Mana Whenua shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.28 (Historic Heritage Management Plan) may be reflected in the ULDMP. (d) Key <u>Stakeholders</u> identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.

Ref	Condition
	<p>(e) The ULDMP shall be prepared in general accordance with the principals and contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024.</p> <p>(f) The UDLMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Bridging the Gap: NZTA Urban Design Guidelines (2013) or any subsequent versions. (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and; (iii) NZTA Landscape Guidelines (March 2018) or any subsequent version. <p>(g) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones, having particular regard to the most appropriate edge treatment; (ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; D. how opportunities to utilise flora and fauna with a specific connection to the area are provided; (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Drury South Interchange. (v) Promotes inclusive access (where appropriate); and (vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.

Ref	Condition
	<p data-bbox="443 248 1460 315">(vii) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate.</p> <p data-bbox="395 333 786 367">(h) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li data-bbox="443 383 1445 450">(i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; <li data-bbox="443 468 1445 535">(ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and <li data-bbox="443 553 930 586">(iii) Landscape and urban design details. <p data-bbox="395 604 1361 672">(i) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li data-bbox="443 689 879 723">(i) planting design details including: <ul style="list-style-type: none"> <li data-bbox="491 741 1460 875">A. Identification of existing trees and vegetation that will be retained, including any protected trees immediately adjacent to the designation, and any planting requirements under the Ecological Management Plan (Condition CC.17). Where practicable, mature trees and native vegetation should be retained; <li data-bbox="491 893 1437 1005">B. measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified as protected or notable in the AUPOP at the time of lodgement (16 February 2024). <li data-bbox="491 1023 1283 1057">C. Street trees, shrubs and ground cover suitable for the location; <li data-bbox="491 1075 1442 1142">D. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; <li data-bbox="491 1160 927 1193">E. planting of stormwater wetlands; <li data-bbox="491 1211 1366 1279">F. Integration of any planting requirements required by conditions of any resource consents for the project; and <li data-bbox="491 1296 1350 1364">G. Re-instatement planting of construction and site compound areas as appropriate. <li data-bbox="443 1382 1465 1516">(ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces; <li data-bbox="443 1534 1453 1668">(iii) A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and <li data-bbox="443 1686 1050 1720">(iv) Detailed specifications relating to the following: <ul style="list-style-type: none"> <li data-bbox="491 1738 882 1771">A. Weed control and clearance; <li data-bbox="491 1789 1235 1823">B. Pest animal management (to support plant establishment); <li data-bbox="491 1841 1153 1874">C. Ground preparation (top soiling and decompaction); <li data-bbox="491 1892 708 1926">D. Mulching; and <li data-bbox="491 1944 1458 2011">E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.

Ref	Condition
	(v) Identification of existing network utilities, and any measures to ensure that any proposed planting and landscaping does not adversely affect network utilities nor access to such utilities for the purposes of maintenance and upgrades.
Network Utilities Integration	
PC. 8	The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.

Specific Outline Plan Requirements (OPW)

Ref	Condition
Flood Hazard	
OPW.1	<p>(a) The Project shall be designed to ensure post-Project flood levels during a 1% AEP event risks are maintained at pre-Project levels outside the designation extent.</p> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year ARI flood levels (for Existing Development without climate change and Maximum Probable Development land use and including allowances for climate change).</p>
Existing Property Access	
OPW.2	Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the landowner.

Construction Conditions (CC)

Ref	Condition
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.

Ref	Condition
Construction Environmental Management Plan	
CC.4	<p>(a) A Construction Environmental Management Plan (CEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</p> <p>(b) The purpose of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable.</p> <p>(c) To achieve the purpose, the CEMP shall include:</p> <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; (xii) methods for amending and updating the CEMP as required; (xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and (xiv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to: <ul style="list-style-type: none"> a. construction activities undertaken outside of flood plains and overland flow paths where practicable; b. scheduling of construction activities during dry periods; and c. staging of construction activities. <p>(d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work.</p>

Ref	Condition
	(e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Complaints Management Process	
CC.6	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
CC.7	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	
CC.8	<ul style="list-style-type: none"> (a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing and planned network utilities. (c) To achieve the purpose, the NUMP shall include methods to: <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing and planned assets that are directly affected by the Project.

Ref	Condition
	<p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p> <p>(h) <u>The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.</u></p>
Transpower	
CC.9	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.10	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.11	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
CC.12	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.13	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.14	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Electricity Infrastructure Management Plan	
CC.15	An Electrical Infrastructure Management Plan (EIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The EIMP shall be prepared in consultation with Transpower.
CC.16	The purpose of the EIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

Ref	Condition
CC.17	<p>(a) To achieve the purpose, the EIMP shall include:</p> <ul style="list-style-type: none"> (i) Roles and responsibilities of staff and contractors responsible for implementation of the EIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV C. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.9 – CC.12 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: <ul style="list-style-type: none"> A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.18	The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
CC.19	<p>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the EIMP required by Condition CC.15 above has been completed and either:</p> <ul style="list-style-type: none"> (a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or (b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.

Ref	Condition
CC.20	<p>Construction works shall be undertaken in accordance with the Electrical Infrastructure Management Plan prepared in accordance with Condition CC.17 above.</p> <p>ADVICE NOTE:</p> <p><i>Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz</i></p>
Cultural Monitoring Plan	
CC.21	<p>(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the NZTA Southern IIG.</p> <p>(b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the NZTA Southern IIG and to minimise potential adverse effects on these values.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring. <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v).</p> <p>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</p>
Construction traffic management plan	
CC.22	<p>(a) A Construction Traffic Management Plan (CTMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be</p>

Ref	Condition
	<p>documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager.</p> <p>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(c) To achieve this purpose, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory; (v) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Great South Road, and Ararimu Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) <u>a Network Performance Monitoring regime during the construction phase, to establish and monitor minimum network performance parameters to be achieved during the construction phase, including maximum increases in journey time and traffic volumes along key routes. Routes to be subjected to journey time monitoring should include, but not be limited to:</u> <ul style="list-style-type: none"> A. <u>State Highway 1 Southern Motorway between Papakura and Bombay</u> B. <u>any roads used as diversionary routes to the motorway</u> C. <u>Any other roads in the adjoining road network that are subject to significant traffic impact as a result of the construction works</u> <u>Appropriate thresholds for excessive journey times should be determined based on average travel times surveyed over the selected routes prior to the commencement of works. In the event of thresholds being exceeded, appropriate travel demand management (TDM) measures should be implemented and levels of modal shift or uptake of any TDM measures should be monitored accordingly.</u> (viii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (ix) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;

Ref	Condition
	<ul style="list-style-type: none"> (x) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); (xi) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the NZTA most recent guidelines for temporary traffic management; (xii) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xiii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiv) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. <p>(d) Any CTMP prepared for a Stage of Work shall be prepared in consultation with Auckland Transport and submitted to the Manager for information 10 working days prior to the Start of Construction for a Stage of Work.</p> <p>ADVICE NOTE:</p> <p><i>Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.</i></p>
Construction noise and vibration management plan	
CC.23	<ul style="list-style-type: none"> (a) A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for information. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions CC.24 and CC.25 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the NZTA State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following: <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) management and mitigation options, and identification of the Best Practicable Option;

Ref	Condition
	<ul style="list-style-type: none"> (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)]; (xi) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiii) requirements for review and update of the CNVMP.

Noise Criteria

CC.24

Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:

Table CC.24.1 Construction noise criteria

Day of week	Time	dB LAeq(15min)	dB LAmax
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 – 0630	45	75

Ref	Condition																						
	<table><tr><td colspan="4">Other occupied buildings</td></tr><tr><td rowspan="2">All days</td><td>0730 - 1800</td><td>75</td><td>n/a</td></tr><tr><td>1800 - 0730</td><td>80</td><td>n/a</td></tr></table> <p>(a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.</p>	Other occupied buildings				All days	0730 - 1800	75	n/a	1800 - 0730	80	n/a											
Other occupied buildings																							
All days	0730 - 1800	75	n/a																				
	1800 - 0730	80	n/a																				
Vibration Criteria																							
CC.25	<p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table CC.25.1 Construction vibration criteria</p> <table><tr><th>Receiver</th><th>Details</th><th>Category A</th><th>Category B</th></tr><tr><td rowspan="2">Occupied Activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td rowspan="2">All other buildings</td><td>At all other times Vibration transient</td><td>5mm/s ppv</td><td>BS 5228-2* Table B2</td></tr><tr><td>At all other times Vibration continuous</td><td>5mm/s ppv</td><td>BS 5228-2* 50% of Table B2 values</td></tr></table> <p><i>*BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'</i></p> <p>(b) Where compliance with the vibration standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.</p> <p>(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values
Receiver	Details	Category A	Category B																				
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv																				
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv																				
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																				
All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2																				
	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values																				
CC.26	<p>(a) A Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:</p> <ul style="list-style-type: none">(i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;(ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25. <p>(b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond</p>																						

Ref	Condition
	<p>those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. <p>(c) The Schedule shall be submitted to the Manager for information at least 5 working days, except in unforeseen circumstances, in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p>
Historic Heritage Management Plan	
CC.27	<ul style="list-style-type: none"> (a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG. (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: <ul style="list-style-type: none"> i) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; C. known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); E. roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; G. The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT

Ref	Condition
	<p>Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</p> <p>H. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>I. methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</p> <ul style="list-style-type: none"> i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and ii. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives. <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be completed and submitted to required parties as soon as is practicable.</p> <p>(d) NZTA At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.</p>
Pre-Construction Ecological Survey	
CC.28	<p>(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:</p> <ul style="list-style-type: none"> i) Confirming whether the species of value within Biodiversity Areas¹ identified in Schedule 3 are still present, and; ii) Confirming whether the Project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines industry best practice. <p>(b) If the ecological survey confirms the presence of ecological features of value in accordance with Condition CC.28(a)(i) and that effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas.</p>
Ecological Management Plan (EMP)	

¹ **Biodiversity Areas:** refers to an area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.

Ref	Condition
CC.29	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction for a Stage of Work and submitted to the Manger for information. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <p>i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats:</p> <ul style="list-style-type: none"> A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. <p>ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):</p> <ul style="list-style-type: none"> A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. <p>iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At- Risk wetland birds; C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50 100m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;

Ref	Condition
	<p>D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50 100m of any construction area (including laydown areas). Measures could include:</p> <ul style="list-style-type: none"> i. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should must not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; iii. minimising the disturbance from the works if construction works are required within 50 100m of a nest, as advised by a Suitably Qualified Person; iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and v. minimising light spill from construction areas into Wetlands. <p>Advice Note: <i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> i. Stream and/or wetland restoration plans; ii. Vegetation restoration plans; and iii. Fauna management plans (eg avifauna, herpetofauna, bats).
Tree Management Plan	
CC.30	<ul style="list-style-type: none"> (a) Prior to the Start of Construction, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP). (b) The Tree Management Plan shall: <ul style="list-style-type: none"> i) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in Condition PC.7. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.

Ref	Condition
	<ul style="list-style-type: none"> ii) demonstrate how the tree management measures (outlined in A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Operational Conditions (OC)

Ref	Condition
Low Noise Road Surface	
OC.1	<ul style="list-style-type: none"> (a) Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project. (b) Asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

Traffic Noise

ON.3

- (a) For the purposes of Conditions ON.3(a) to (p):
- i) Building-Modification Mitigation – has the same meaning as in NZS 6806;
 - ii) Design year has the same meaning as in NZS 6806;
 - iii) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;
 - iv) Habitable Space – has the same meaning as in NZS 6806;
 - v) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in in Schedule 3: Identified PPFs Noise Criteria Categories;
 - vi) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;
 - vii) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);
 - viii) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;
 - ix) P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation;
 - x) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in Schedule 3: Identified PPFs Noise Criteria Categories;
 - xi) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and
 - xii) Structural Mitigation – has the same meaning as in NZS 6806
- (b) The Noise Criteria Categories identified in Schedule 3: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions ON.3(a) to (p) (all traffic noise conditions).
- Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
- (c) As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule X: Identified PPFs Noise Criteria Categories.
- (d) Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
- (e) If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.

- (f) Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
- (g) The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of completion of construction.
- (h) Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').
- (i) Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.
- (j) For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition ON.3(g) above if:
 - i) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or
 - ii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
 - iii) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.3(e) above (including where the owner did not respond within that period); or
 - iv) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.
 - v) If any of (i) to (v) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
- (k) Subject to Condition ON.3(f) above, within six months of the assessment undertaken in accordance with ON.3(e) and (f), the Requiring Authority shall write to the owner of each Category C Building advising:
 - i) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and
 - ii) The options available for Building-Modification Mitigation to the building, if required; and
 - iii) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
- (l) Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.
- (m) Subject to Condition ON.3(f), where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition ON.3(h) if:

	<ul style="list-style-type: none"> i) The Requiring Authority has completed Building Modification Mitigation to the building; or ii) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or iii) The building owner did not accept the Requiring Authority's offer to implement Building Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.3(f) (including where the owner did not respond within that period); or iv) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project. <p>(n) Within twelve months of completion of construction of the Project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager.</p> <p>(o) The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.</p> <p>(p) The Noise Criteria Categories at the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories do not need to be complied with where:</p> <ul style="list-style-type: none"> i) the PPF no longer exists; or ii) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.
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Stage 2 P2B – Attachments

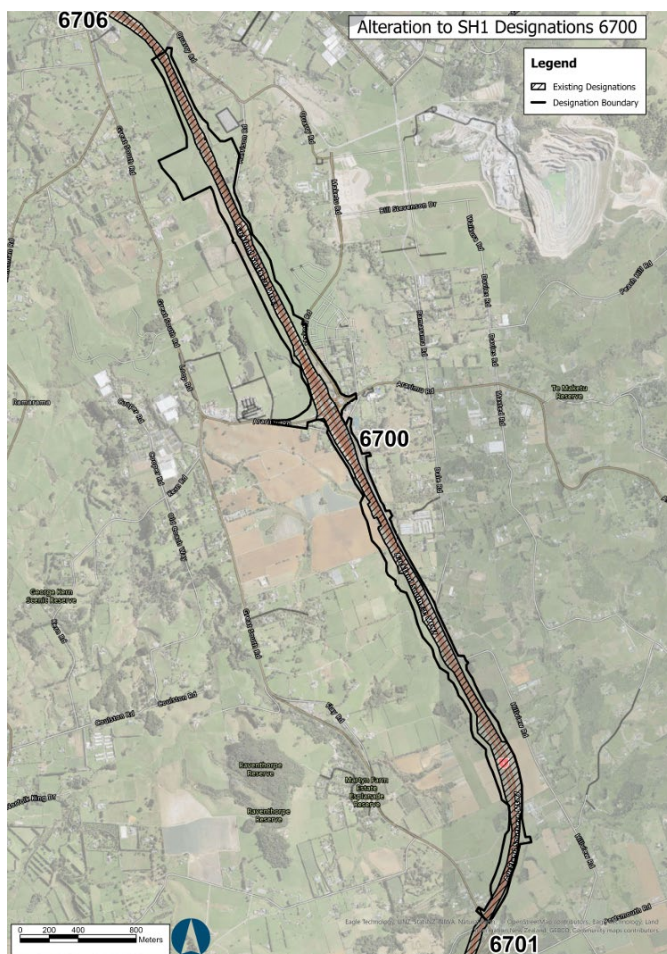
Schedule 1: General Accordance Plans and Information

Project Description

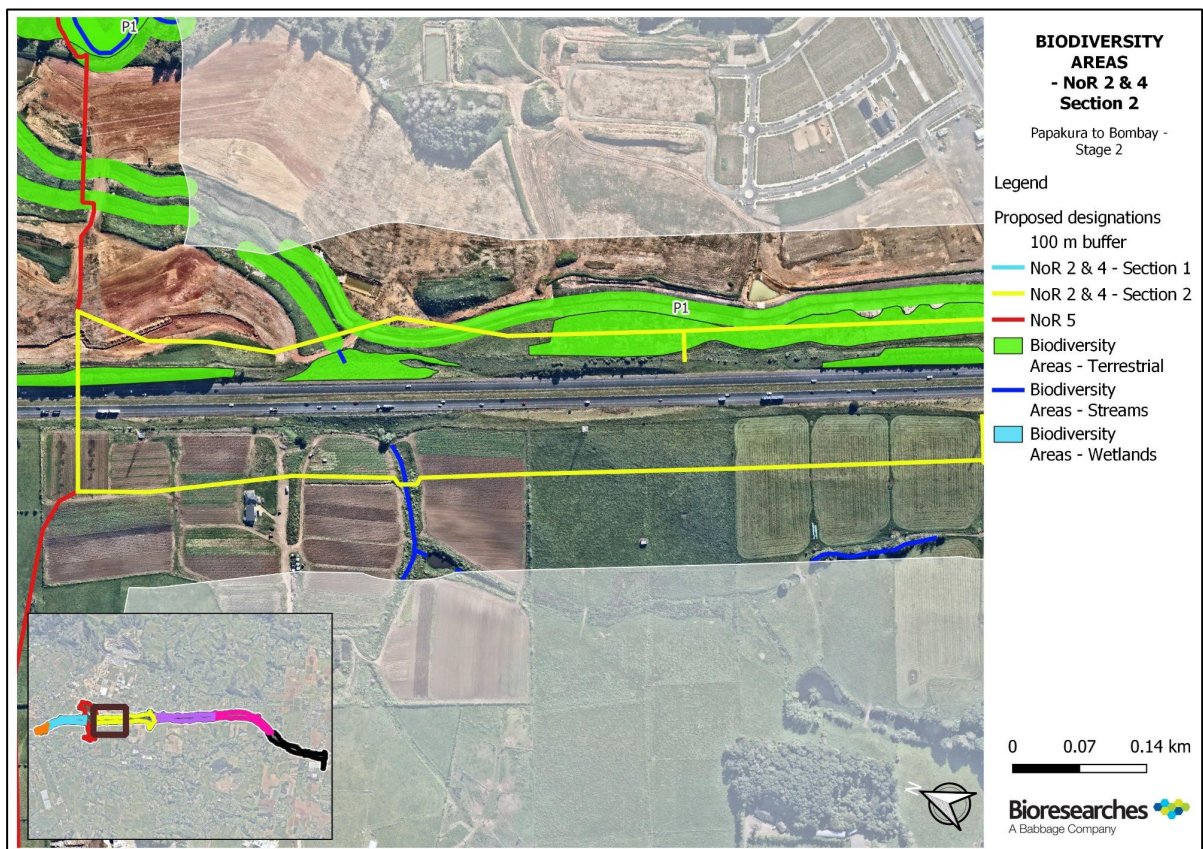
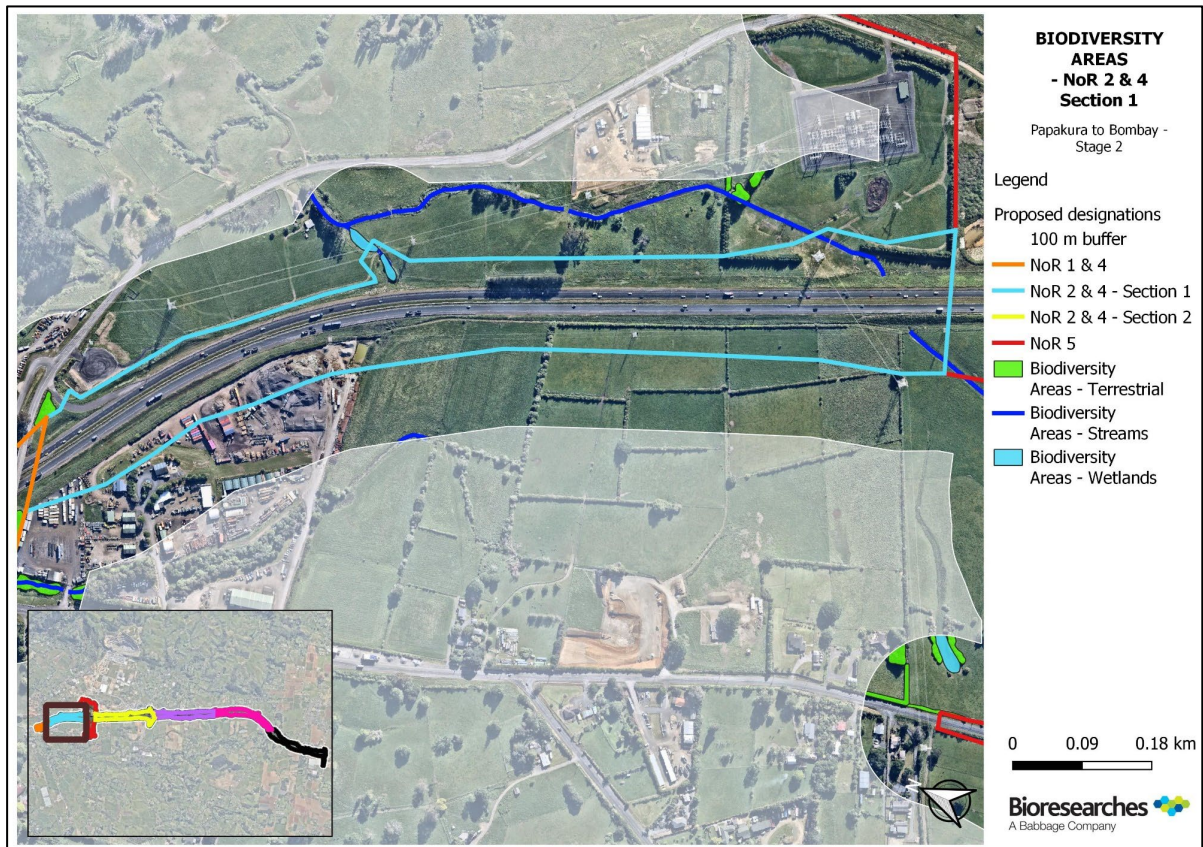
The proposed designation is for the construction, operation, maintenance of a motorway between Drury South Interchange and the SH1 Great South Road over-bridge at Bombay, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

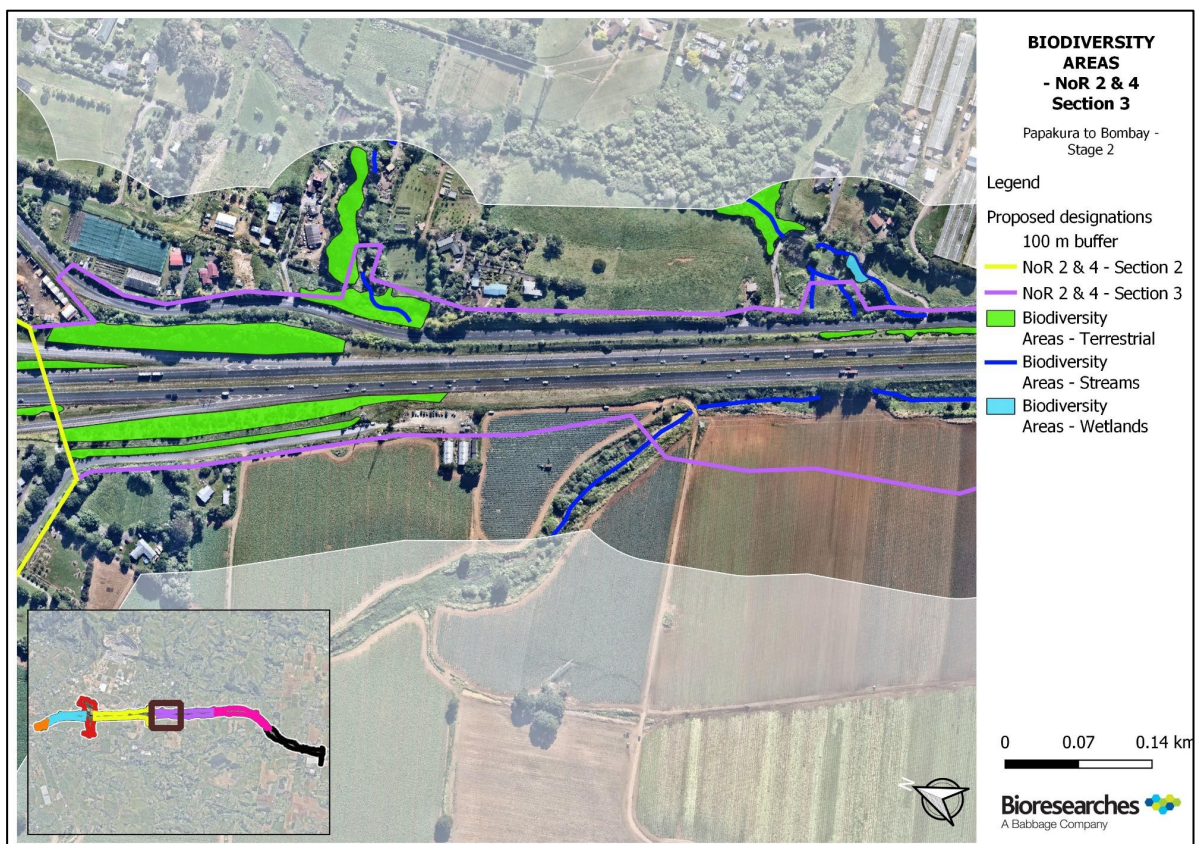
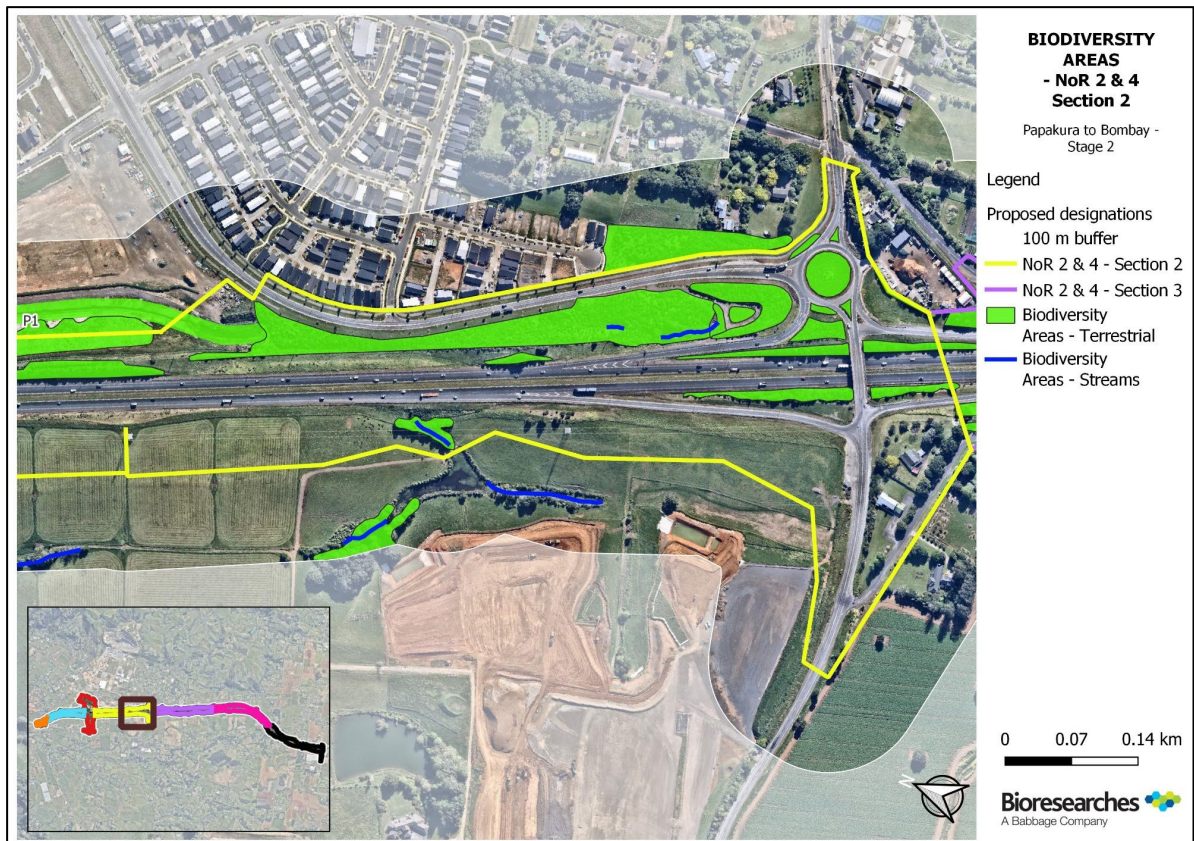
- Safety improvements including the upgrading of interchanges, wider shoulders, new barriers and improvements to lighting along the extent of the Project area;
- Construction of a new interchange at Drury South, including a new over-pass;
- Upgrades to Ramarama Interchange, including modification of the existing roundabouts, and new over-pass;
- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

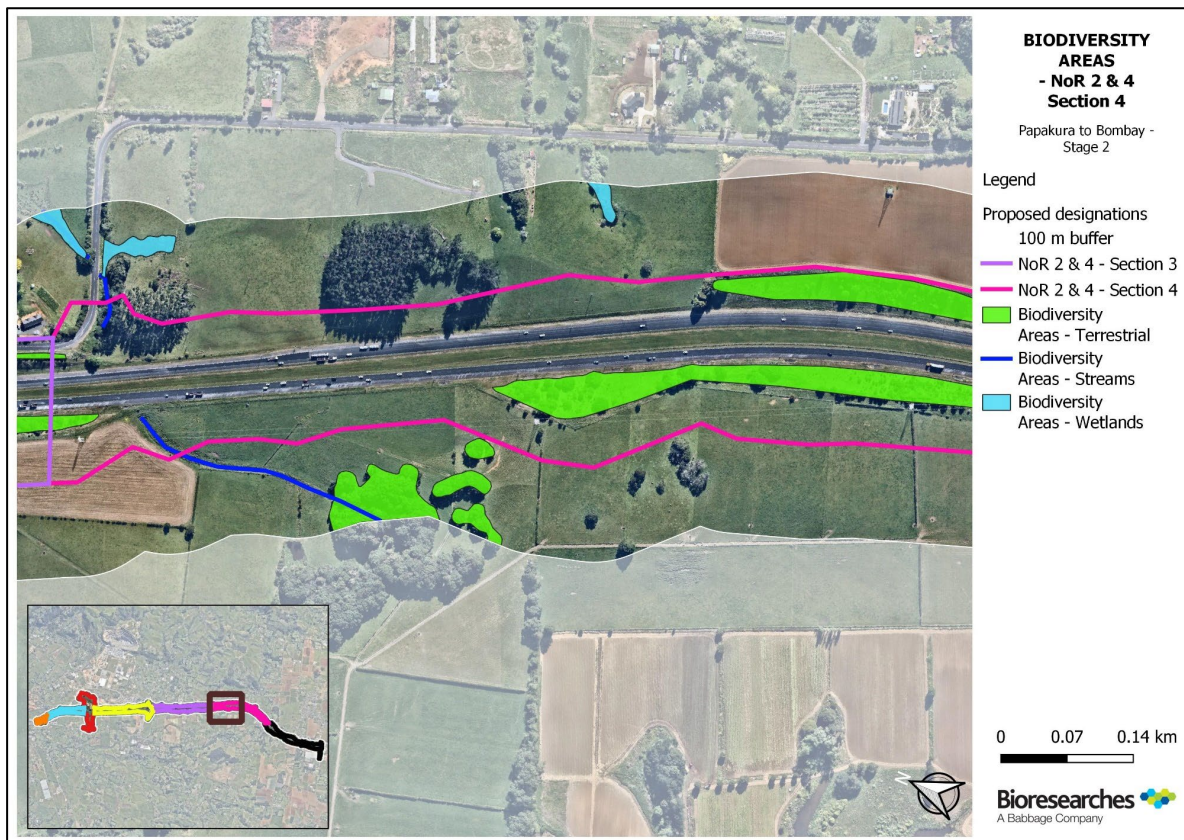
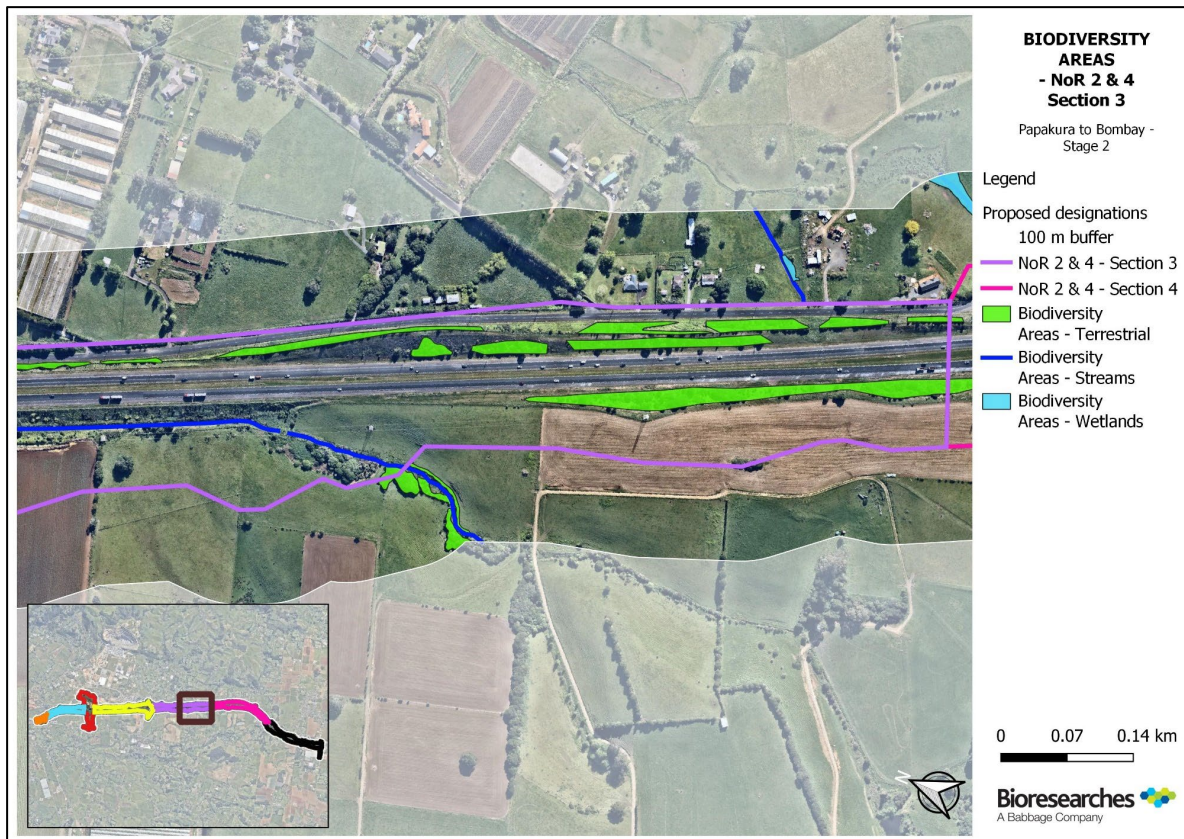
Concept Plan



Schedule 2: Ecological Management Plan – Identified Biodiversity Areas







Schedule 3: Identified PPFs Noise Criteria Categories

Schedule: PPFs assess against alter road Criteria

PPF Address	Noise Criteria Category
88 Ararimu Road	A
126 Ararimu Road	A
126 Ararimu Road	A
126 Ararimu Road	A
126 Ararimu Road	A
1 Bombay Road	C
3 Bombay Road	B
74 Dale Road	A
2 Dale South Road	A
1810 Great South Road	A
1814 Great South Road	A
1818 Great South Road	A
1819 Great South Road	A
1822 Great South Road	A
1823 Great South Road	C
1824 Great South Road	B
1832 Great South Road	B
1279B Great South Road	C
1279B Great South Road	B
1 Hillock Rise	A
2 Hillock Rise	A
3 Hillock Rise	A
4 Hillock Rise	A
5 Hillock Rise	A
6 Hillock Rise	A
7 Hillock Rise	A
8 Hillock Rise	A
9 Hillock Rise	A
10 Hillock Rise	A
11 Hillock Rise	A
12 Hillock Rise	A
13 Hillock Rise	A
14 Hillock Rise	A
15 Hillock Rise	A

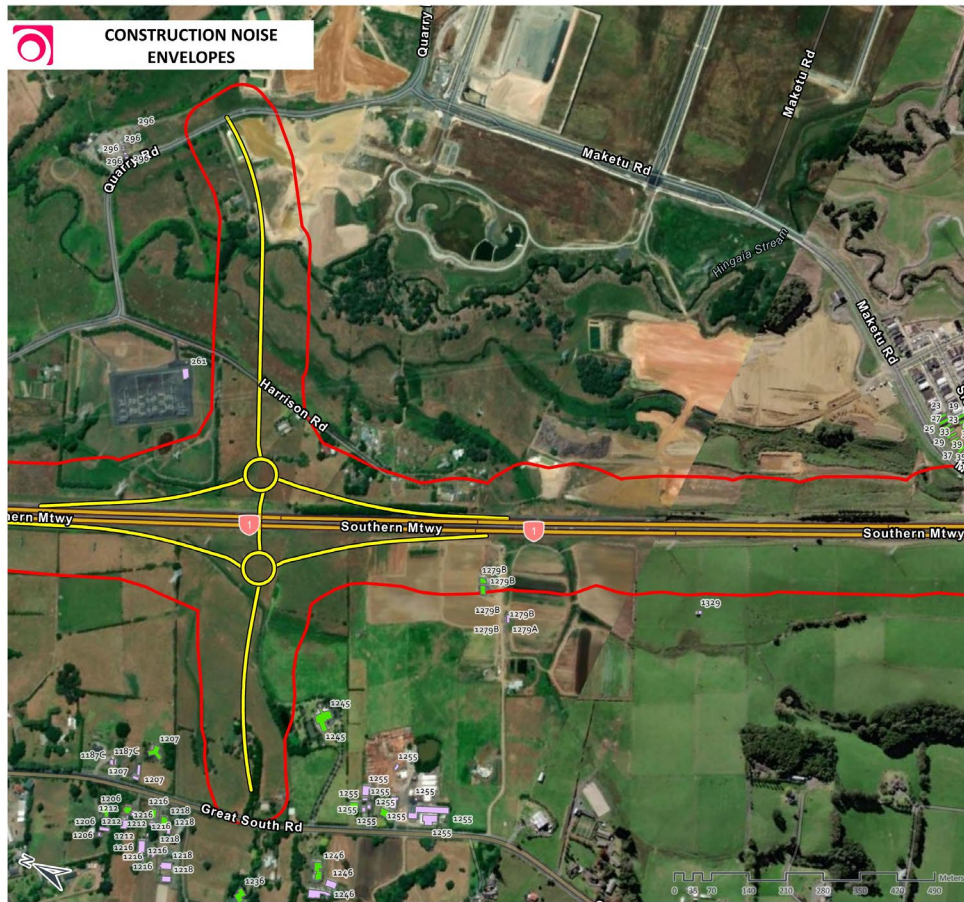
16 Hillock Rise	A
17 Hillock Rise	B
18 Hillock Rise	A
19 Hillock Rise	B
20 Hillock Rise	A
21 Hillock Rise	A
22 Hillock Rise	A
24 Hillock Rise	A
26 Hillock Rise	A
28 Hillock Rise	A
30 Hillock Rise	A
32 Hillock Rise	A
34 Hillock Rise	B
36 Hillock Rise	B
38 Hillock Rise	B
7 Hillview Road	A
33 Hillview Road	A
53 Hillview Road	A
55 Hillview Road	B
85 Hillview Road	C
85 Hillview Road	A
103 Hillview Road	B
121 Hillview Road	B
141 Hillview Road	A
151 Hillview Road	A
177 Hillview Road	A
177 Hillview Road	A
199 Hillview Road	C
328 Hillview Road	A
354 Hillview Road	A
41A Hillview Road	A
41B Hillview Road	A
7 John Main Drive	A
9 John Main Drive	A
11 John Main Drive	A
13 John Main Drive	A
14 John Main Drive	A

15 John Main Drive	A
6 Maher Road	A
13 Maher Road	A
17 Maher Road	B
18 Maher Road	A
34 Maher Road	A
7 Mceldownie Road	A
7 Mceldownie Road	B
10 Mceldownie Road	A
35 Mceldownie Road	A
5A Mceldownie Road	A
1 Pekeketua Lane	A
2 Pekeketua Lane	A
3 Pekeketua Lane	A
4 Pekeketua Lane	A
5 Pekeketua Lane	A
6 Pekeketua Lane	A
8 Pekeketua Lane	A
1 Pekepeke Lane	B
2 Pekepeke Lane	A
3 Pekepeke Lane	B
4 Pekepeke Lane	A
5 Pekepeke Lane	B
6 Pekepeke Lane	A
7 Pekepeke Lane	B
8 Pekepeke Lane	A
9 Pekepeke Lane	B
10 Pekepeke Lane	A
11 Pekepeke Lane	B
12 Pekepeke Lane	A
13 Pekepeke Lane	B
14 Pekepeke Lane	A
15 Pekepeke Lane	B
16 Pekepeke Lane	A
17 Pekepeke Lane	B
18 Pekepeke Lane	A
19 Pekepeke Lane	C

20 Pekepeke Lane	A
21 Pekepeke Lane	C
22 Pekepeke Lane	A
23 Pekepeke Lane	C
25 Pekepeke Lane	C
27 Pekepeke Lane	C
1 Piwaiwaka Lane	A
2 Piwaiwaka Lane	A
3 Piwaiwaka Lane	A
4 Piwaiwaka Lane	A
5 Piwaiwaka Lane	A
6 Piwaiwaka Lane	A
7 Piwaiwaka Lane	A
8 Piwaiwaka Lane	B
9 Piwaiwaka Lane	A
11 Piwaiwaka Lane	C
195 Quarry Road	A
23 Roslyn Farm Street	A
25 Roslyn Farm Street	A
27 Roslyn Farm Street	A
29 Roslyn Farm Street	A
31 Roslyn Farm Street	A
33 Roslyn Farm Street	A
19 Sierra Way	A
21 Sierra Way	A
23 Sierra Way	A
26 Sierra Way	A
28 Sierra Way	A
30 Sierra Way	A
32 Sierra Way	A
34 Sierra Way	A
36 Sierra Way	A
38 Sierra Way	A
40 Sierra Way	A
23 Waharau Lane	A
25 Waharau Lane	A
27 Waharau Lane	A

29 Waharau Lane	A
31 Waharau Lane	A
33 Waharau Lane	A
35 Waharau Lane	A
37 Waharau Lane	B
39 Waharau Lane	A
41 Waharau Lane	A

PPFs Location Map – assess against altered road Criteria

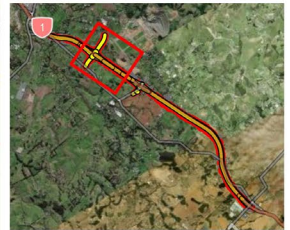


SH1 PAKAKURA TO BOMBAY (SECTION PART 2)

- Project Road
- Construction Noise Envelopes

Buildings

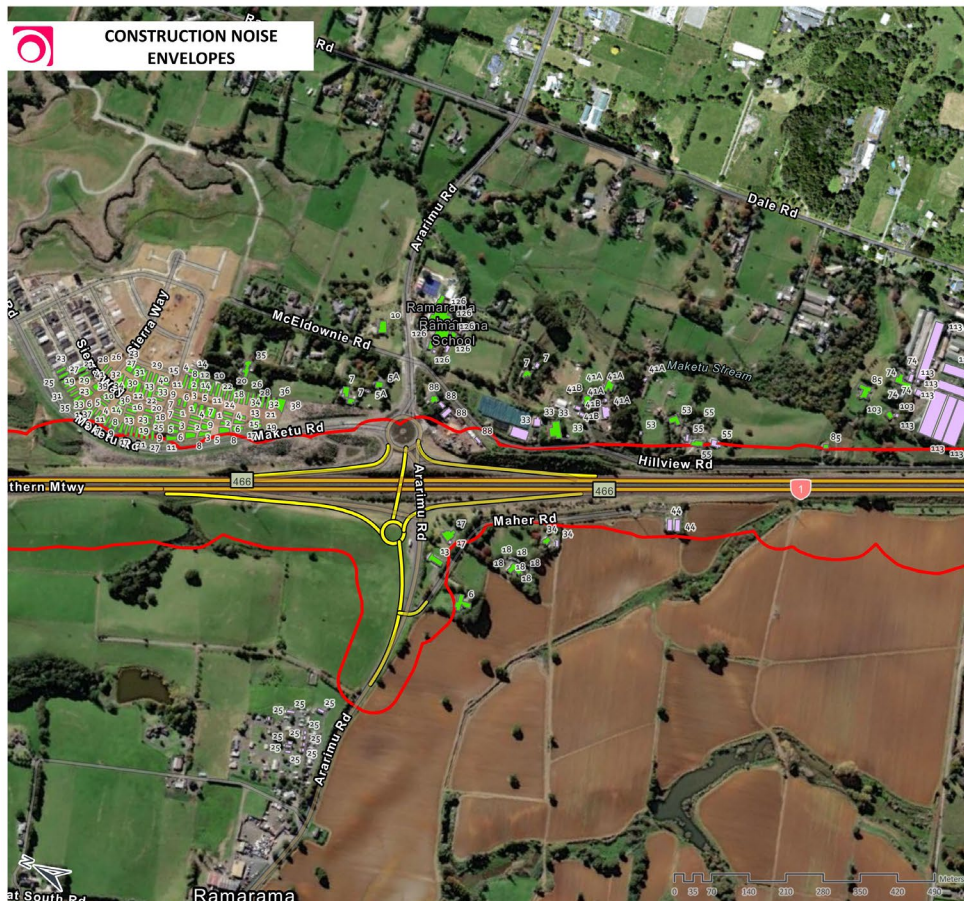
- PPF
- Non PPF



Client: Waka Kotahi
Authors: Owen.Li
Date of Issue: 3/11/2023 3:39 pm

Drawing Details:
 Scale: 1:8,158
 Projection: NZGD 2000 Mount Eden Circuit
 Map Rotation: 63.946505°

Map Notes / Comments:
 This map is for graphical purposes only. While every effort has been made to ensure that the data are accurate and reliable, Marshall Day Acoustics cannot assume liability for errors or omissions in the data graphically represented.

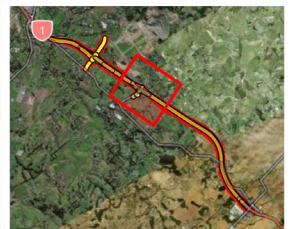


SH1 PAKAKURA TO BOMBAY (SECTION PART 3)

- Project Road
- Construction Noise Envelopes

Buildings

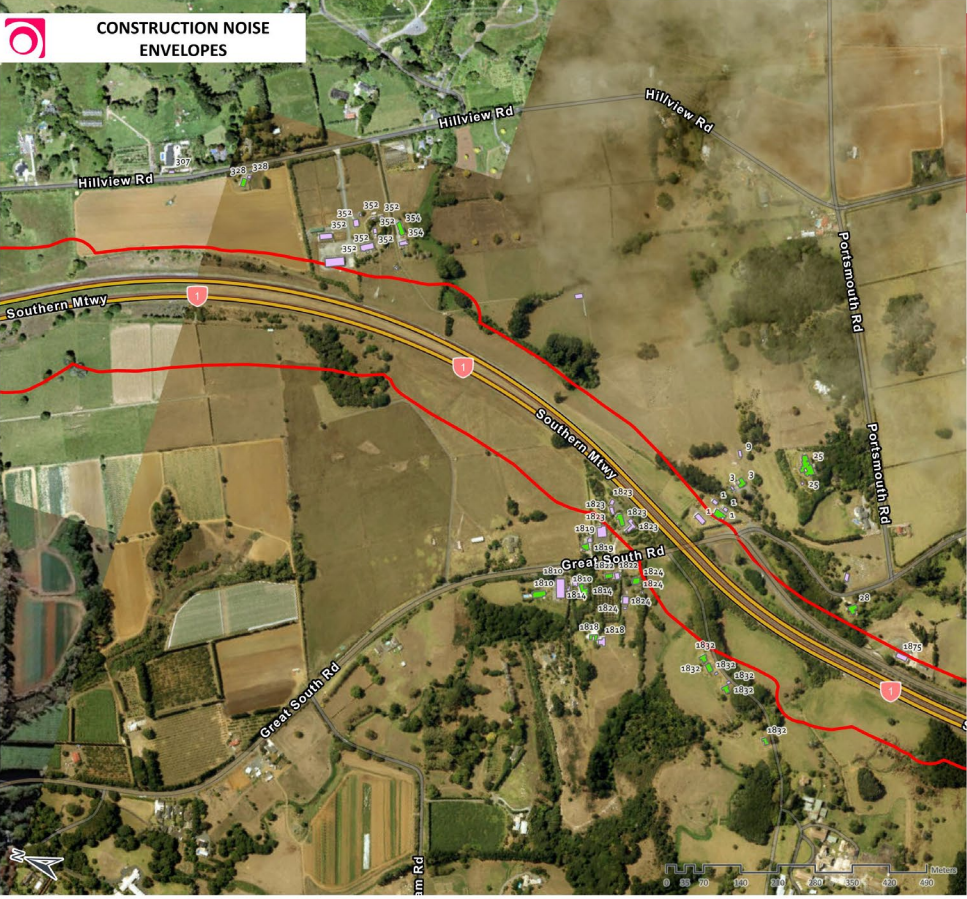
- PPF
- Non PPF



Client: Waka Kotahi
Authors: Owen.Li
Date of Issue: 3/11/2023 3:39 pm

Drawing Details:
 Scale: 1:8,158
 Projection: NZGD 2000 Mount Eden Circuit
 Map Rotation: 63.946505°

Map Notes / Comments:
 This map is for graphical purposes only. While every effort has been made to ensure that the data are accurate and reliable, Marshall Day Acoustics cannot assume liability for errors or omissions in the data graphically represented.



**SH1 PAKAKURA TO BOMBAY
(SECTION PART 5)**

— Project Road
□ Construction Noise Envelops

Buildings
■ PPF
■ Non PPF

Client: Waka Kotahi
Authors: Owen.Li
Date of Issue: 3/11/2023 3:39 pm

Drawing Details:
Scale: 1:8,159
Projection: NZGD 2000 Mount
Eden Circuit
Map Rotation: 72.03086°

Map Notes / Comments:
This map is for graphical purposes only. While every effort has been made to ensure that the data are accurate and reliable, Marshall Day Acoustics cannot assume liability for errors or omissions in the data graphically represented.

Stage 2 Papakura to Bombay

NoR 3: Alteration to SH1 Designation 6701 – ‘Motorway’

Proposed Draft Conditions

16 February 2024

Definitions and Explanation of Terms

In addition to the conditions below, the following also form part of this condition set:

- Definitions and explanations of terms
- Summary of documents identified in the Conditions; and,
- Schedules

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Designation 6701	Alteration of SH1 Designation 6701 for purpose of a 'Motorway'
EIMP	Electricity Infrastructure Management Plan
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> • Geotechnical investigations and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
HHMP	Historic Heritage Management Plan

Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
<u>NIP</u>	<u>Network Integration Plan</u>
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NUMP	Network Utility Management Plan
NZTA	NZ Transport Agency Waka Kotahi
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	NZ Transport Agency Waka Kotahi
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCMP	Stakeholder and Communications Management Plan
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

Conditions

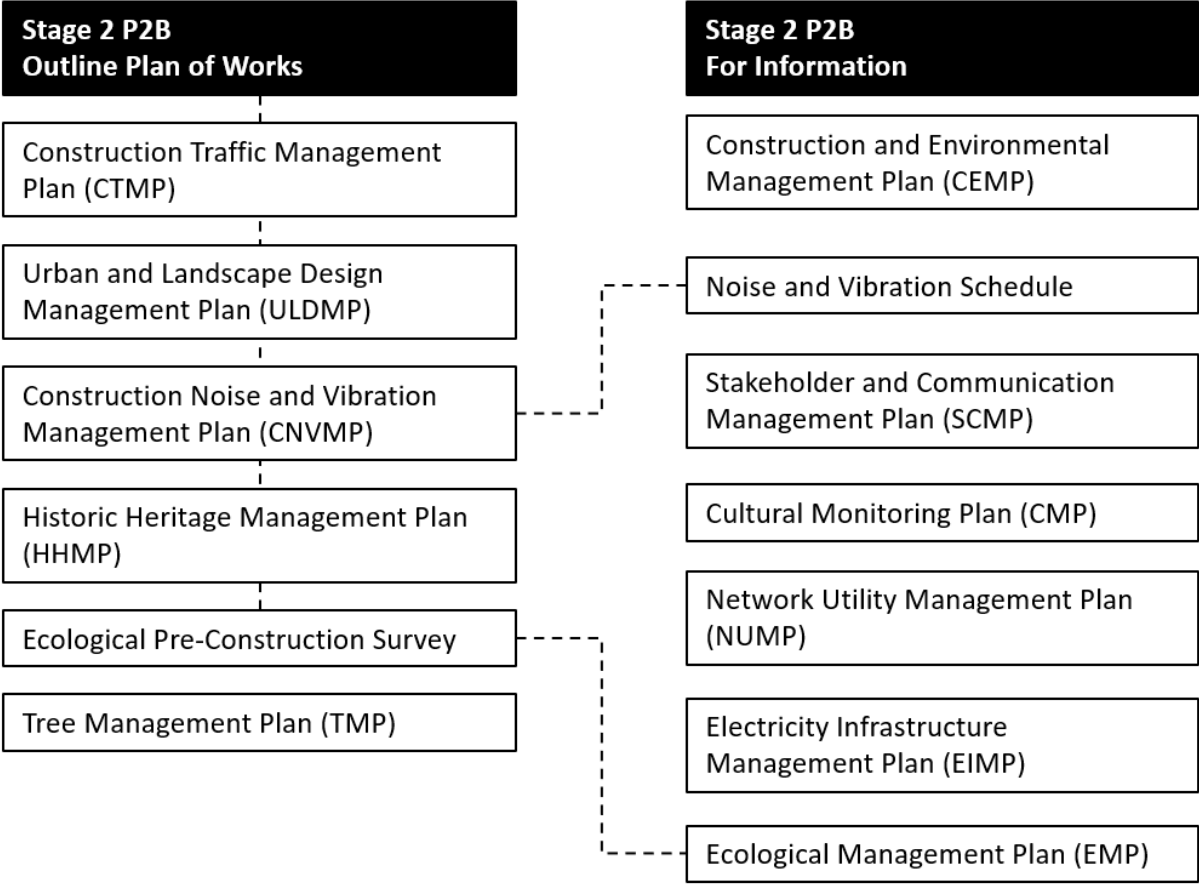
Guide to reading the conditions

The conditions are identified as follows:

Set of proposed conditions	Numbering format	Conditions
General conditions	GC	Activity in General Accordance Project Information Designation Review Network Utility Operators <u>Network Integration Plan</u>
Pre-constructions conditions	PC	Pre-construction meeting Outline Plan(s) of Works Management Plans Stakeholder <u>and</u> Communications <u>and Engagement</u> Management Plan Urban and Landscape Design Management Plan <u>Network Utilities Integration</u>
Specific Outline Plan conditions	OPW	Flood Hazard Existing Property Access

Construction conditions	CC	<p>General</p> <p>Construction Environmental Management Plan</p> <p>Complaints Management Process</p> <p>Network Utility Management Plan</p> <p>Transpower</p> <p>Electricity Infrastructure Management Plan</p> <p>Cultural Monitoring Plan</p> <p>Construction traffic management plan</p> <p>Construction noise and vibration management plan</p> <p>Noise standards</p> <p>Vibration standards</p> <p>Historic Heritage Management Plan</p> <p>Pre-Construction Ecological Survey</p> <p>Ecological Management Plan</p> <p>Tree Management Plan</p> <p>Protected Trees (Bishop Selwyn Cairn)</p> <p>Protected Heritage Site (Bishop Selwyn Cairn)</p>
Operational conditions	OC	<p>Low noise road surface</p> <p>Traffic noise</p>

Summary of documents identified in Conditions



Conditions – Alteration of SH1 Designation 6700

The purpose of the SH1 Designation 6700 is 'Motorway'

General conditions (GC)

Ref	Condition
Activity in General Accordance with Plans and Information	
GC.1	<p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1:</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.
Project Information	
GC.2	<p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established and when funding is secured for the Project. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated detailed design and construction timeframes for the Project; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
Designation Review	
GC.3	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and

	(ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
GC.4	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Network Utility Operators (Section 176 Approval)	
GC.5	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
Network Integration Plan (NIP)	
GC.6	<p>(a) A Network Integration Plan (NIP) shall be prepared, in collaboration with AT, to manage potential effects resulting from the staging and implementation of the network and to enable suitable and safe transitions between State Highways and local roads. This may include upgrades and improvements if appropriate. The NIP will consider the following:</p> <ul style="list-style-type: none"> (i) The project implementation approach and any staging of the project including design, management and operational matters; (ii) Sequencing of the project within the adjoining planned transport network, including design, management and operational matters; and (iii) Details of any planning and design matters. <p>(b) Specific locations identified within the geographic scope of NoR 3:</p> <ul style="list-style-type: none"> (i) Mill Road (Bombay Interchange).

Pre-construction conditions (PC)

Ref	Condition
Pre-construction site meeting	
PC.1	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> a) The meeting shall be located on the Project site unless otherwise agreed; b) The meeting shall include representation from the contractor who will undertake the works; c) The following information shall be made available at the pre- construction meeting: <ul style="list-style-type: none"> (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent;

Ref	Condition
	<ul style="list-style-type: none"> (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans as per the requirements of the resource consents; and d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.
PC.2	Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.
Outline Plan(s) of Works (designation)	
PC.3	<ul style="list-style-type: none"> (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project (c) Outline Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG,: <ul style="list-style-type: none"> (i) Construction Traffic Management Plan (CTMP); (ii) Construction Noise and Vibration Management Plan (CNVMP); (iii) Construction Environmental Management Plan (CEMP); (iv) Historic Heritage Management Plan (HHMP); (v) Ecological Management Plan (EMP); (vi) Tree Management Plan (TMP); and, (vii) Urban and Landscape Design Management Plan (ULDMP); and (viii) Network Utility Management Plan (NUMP). (d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.
Management Plans	
PC.4	<ul style="list-style-type: none"> (a) Any management plan shall: <ul style="list-style-type: none"> (i) Be prepared and implemented in accordance with the relevant management plan condition; (ii) Be prepared by a Suitably Qualified Person(s); (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates. (iv) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs and CNVMP Schedules. (vi) Once finalised, uploaded to the Project website or equivalent virtual information source.

Ref	Condition
	<p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation. (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process. (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCMPs, are to be submitted to the Council for information.</p>
PC.5	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> (a) Bombay Road; (b) Great South Road; and, (c) Mill Road. <p>NZTA will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</p> <p>ADVICE NOTE:</p> <p>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</p>
Stakeholder and Communications and Engagement Management Plan (SCEMP)	
PC.6	<p>(a) A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction for a stage of work.</p> <p>(b) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land, and Network Utility Operators with assets within or adjoining the designation) will be communicated with engaged with prior to and throughout the Construction Works.</p> <p>(c) To achieve the purpose, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG; (iv) a list of stakeholders, organisations, businesses and persons who will be communicated with;

Ref	Condition
	<p>(v) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to;</p> <p>(vi) methods to engage with stakeholders and the owners of properties identified in (iv) and (v) above.</p> <p>(vii) methods and timing to engage with owners and occupiers whose access is directly affected;</p> <p>(viii) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities;</p> <p>(ix) linkages and cross-references to communication methods set out in other conditions and management plans where relevant.</p> <p>(x) A record of the engagement undertaken with those listed in (iv) and (v) above, including summaries of feedback and any response given or action taken by the Requiring Authority as a result of that feedback.</p> <p>(d) any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.</p>
Urban and Landscape Design Management Plan (ULDMP)	
PC.7	<p>(a) A ULDMP shall be prepared prior to the Start of Construction for a the first Stage of Work for the NoR.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context including works associated with related NoRs; (ii) Respond to the interrelationship between overlapping NoRs to achieve a coordinated and cohesive design response; (iii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and (iv) Acknowledge and recognise the whakapapa mana whenua have to the Project area. <p>(c) Mana Whenua shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.28 (Historic Heritage Management Plan) may be reflected in the ULDMP.</p> <p>(d) Key-sStakeholders identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with the principals and contained in the Project Urban and Landscape Design Framework (UDLF) Rev G dated February 2024.</p> <p>(f) The UDLMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Bridging the Gap: NZTA Urban Design Guidelines (2013) or any subsequent versions, (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and;

Ref	Condition
	<p>(iii) NZTA Landscape Guidelines (March 2018) or any subsequent version.</p> <p>(g) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones, having particular regard to the most appropriate edge treatment; (ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; D. how opportunities to utilise flora and fauna with a specific connection to the area are provided; (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. (v) Promotes inclusive access (where appropriate); and (vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (vii) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate. <p>(h) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) Landscape and urban design details. <p>(i) The ULDMP shall also include the following planting details and maintenance requirements:</p>

Ref	Condition
	<ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. Identification of existing trees and vegetation that will be retained, including any protected trees immediately adjacent to the designation, and any planting requirements under the Ecological Management Plan (Condition CC.17). Where practicable, mature trees and native vegetation should be retained; B. measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified as protected or notable in the AUPOP at the time of lodgement (16 February 2024). C. Street trees, shrubs and ground cover suitable for the location; D. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; E. planting of stormwater wetlands; F. Integration of any planting requirements required by conditions of any resource consents for the project; and G. Re-instatement planting of construction and site compound areas as appropriate. (ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened in any public interfaces. (iii) A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and <ul style="list-style-type: none"> A. Detailed specifications relating to the following: <ul style="list-style-type: none"> A. Weed control and clearance; B. Pest animal management (to support plant establishment); C. Ground preparation (top soiling and decompaction); D. Mulching; and E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species. (iv) Identification of existing network utilities, and any measures to ensure that any proposed planting and landscaping does not adversely affect network utilities nor access to such utilities for the purposes of maintenance and upgrades.
Network Utilities Integration	
PC.8	<p>The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.</p>

Specific Outline Plan Requirements (OPW)

Ref	Condition
Flood Hazard	
OPW.1	<p>(a) The Project shall be designed to ensure post-Project flood levels during a 1% AEP event risk are maintained at pre-Project levels outside the designation extent.</p> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year ARI flood levels (for Existing Development without climate change and Maximum Probable Development land use and including climate change).</p>
Existing Property Access	
OPW.2	Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the landowner.

Construction Conditions (CC)

Ref	Condition
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	

Ref	Condition
CC.4	<ul style="list-style-type: none"> (a) A Construction Environmental Management Plan (CEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (c) To achieve the purpose, the CEMP shall include: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; (xii) methods for amending and updating the CEMP as required; (xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and (xiv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to: <ul style="list-style-type: none"> a. construction activities undertaken outside of flood plains and overland flow paths where practicable; b. scheduling of construction activities during dry periods; and c. staging of construction activities. (d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. (e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.

Ref	Condition
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Complaints Management Process	
CC.6	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
CC.7	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	
CC.8	<ul style="list-style-type: none"> (a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing and planned network utilities. (c) To achieve the purpose, the NUMP shall include methods to: <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing and planned assets that are directly affected by the Project. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.

Ref	Condition
	<p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p> <p>(h) <u>The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.</u></p>
Transpower	
CC.9	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.10	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.11	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
CC.12	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.13	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.14	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Electricity Infrastructure Management Plan	
CC.15	An Electrical Infrastructure Management Plan (EIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The EIMP shall be prepared in consultation with Transpower.
CC.16	The purpose of the EIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

Ref	Condition
CC.17	<p>(a) To achieve the purpose, the EIMP shall include:</p> <ul style="list-style-type: none"> (i) Roles and responsibilities of staff and contractors responsible for implementation of the EIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV C. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.9 – CC.12 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: <ul style="list-style-type: none"> A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.18	The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
CC.19	<p>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the EIMP required by Condition CC.15 above has been completed and either:</p> <ul style="list-style-type: none"> (a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or (b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.

Ref	Condition
CC.20	<p>Construction works shall be undertaken in accordance with the Electrical Infrastructure Management Plan prepared in accordance with Condition CC.17 above.</p> <p>ADVICE NOTE:</p> <p><i>Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz</i></p>
Cultural Monitoring Plan	
CC.21	<p>(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the NZTA Southern IIG.</p> <p>(b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the NZTA Southern IIG and to minimise potential adverse effects on these values.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring. <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v).</p> <p>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</p>
Construction traffic management plan	
CC.22	<p>(a) A Construction Traffic Management Plan (CTMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be</p>

Ref	Condition
	<p>documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager.</p> <p>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(c) To achieve this purpose, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory; (v) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Great South Road, and Ararimu Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) <u>a Network Performance Monitoring regime during the construction phase, to establish and monitor minimum network performance parameters to be achieved during the construction phase, including maximum increases in journey time and traffic volumes along key routes. Routes to be subjected to journey time monitoring should include, but not be limited to:</u> <ul style="list-style-type: none"> A. <u>State Highway 1 Southern Motorway between Papakura and Bombay</u> B. <u>any roads used as diversionary routes to the motorway</u> C. <u>Any other roads in the adjoining road network that are subject to significant traffic impact as a result of the construction works</u> <u>Appropriate thresholds for excessive journey times should be determined based on average travel times surveyed over the selected routes prior to the commencement of works. In the event of thresholds being exceeded, appropriate travel demand management (TDM) measures should be implemented and levels of modal shift or uptake of any TDM measures should be monitored accordingly.</u> (viii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (ix) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;

Ref	Condition
	<ul style="list-style-type: none"> (x) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); (xi) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the NZTA most recent guidelines for temporary traffic management; (xii) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xiii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiv) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. <p>(d) Any CTMP prepared for a Stage of Work shall be prepared in consultation with Auckland Transport and submitted to the Manager for information 10 working days prior to the Start of Construction for a Stage of Work.</p> <p>ADVICE NOTE:</p> <p><i>Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.</i></p>
Construction noise and vibration management plan	
CC.23	<ul style="list-style-type: none"> (a) A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for information. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions CC.24 and CC.25 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the NZTA State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following: <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) management and mitigation options, and identification of the Best Practicable Option;

Ref	Condition
	<ul style="list-style-type: none"> (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)]; (xi) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiii) requirements for review and update of the CNVMP.

Noise Criteria

CC.24

Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:

Table CC.24.1 Construction noise criteria

Day of week	Time	dB LAeq(15min)	dB LAmax
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 – 0630	45	75

Ref	Condition																						
	<table><tr><td colspan="4">Other occupied buildings</td></tr><tr><td rowspan="2">All days</td><td>0730 - 1800</td><td>75</td><td>n/a</td></tr><tr><td>1800 - 0730</td><td>80</td><td>n/a</td></tr></table> <p>(a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.</p>	Other occupied buildings				All days	0730 - 1800	75	n/a	1800 - 0730	80	n/a											
Other occupied buildings																							
All days	0730 - 1800	75	n/a																				
	1800 - 0730	80	n/a																				
Vibration Criteria																							
CC.25	<p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table CC.25.1 Construction vibration criteria</p> <table><tr><th>Receiver</th><th>Details</th><th>Category A</th><th>Category B</th></tr><tr><td rowspan="2">Occupied Activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td rowspan="2">All other buildings</td><td>At all other times Vibration transient</td><td>5mm/s ppv</td><td>BS 5228-2* Table B2</td></tr><tr><td>At all other times Vibration continuous</td><td>5mm/s ppv</td><td>BS 5228-2* 50% of Table B2 values</td></tr></table> <p><i>*BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'</i></p> <p>(b) Where compliance with the vibration standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.</p> <p>(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values
Receiver	Details	Category A	Category B																				
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	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values																				
CC.26	<p>(a) A Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:</p> <ul style="list-style-type: none">(i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;(ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25. <p>(b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond</p>																						

Ref	Condition
	<p>those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. <p>(c) The Schedule shall be submitted to the Manager for information at least 5 working days, except in unforeseen circumstances, in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p>
Historic Heritage Management Plan	
CC.27	<ul style="list-style-type: none"> (a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG. (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: <ul style="list-style-type: none"> i) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; C. known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); E. roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; G. The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT

Ref	Condition
	<p>Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</p> <p>H. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>I. methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</p> <ul style="list-style-type: none"> i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and ii. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives. <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be completed and submitted to required parties as soon as is practicable.</p> <p>(d) NZTA At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.</p>
Pre-Construction Ecological Survey	
CC.28	<p>(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:</p> <ul style="list-style-type: none"> i) Confirming whether the species of value within Biodiversity Areas¹ identified in Schedule 3 are still present, and; ii) Confirming whether the Project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines industry best practice. <p>(d) If the ecological survey confirms the presence of ecological features of value in accordance with Condition CC.28(a)(i) and that effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas.</p>
Ecological Management Plan (EMP)	

¹ **Biodiversity Areas:** refers to an area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.

Ref	Condition
CC.29	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction for a Stage of Work and submitted to the Manger for information. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <p>i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats:</p> <ul style="list-style-type: none"> A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. <p>ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):</p> <ul style="list-style-type: none"> A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. <p>iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds; C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50 100m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;

Ref	Condition
	<p>D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50 100m of any construction area (including laydown areas). Measures could include:</p> <ul style="list-style-type: none"> i. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should-must not occur until the Threatened or At- Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; iii. minimising the disturbance from the works if construction works are required within 50 100m of a nest, as advised by a Suitably Qualified Person; iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and v. minimising light spill from construction areas into Wetlands. <p>Advice Note: <i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> i. Stream and/or wetland restoration plans; ii. Vegetation restoration plans; and iii. Fauna management plans (eg avifauna, herpetofauna, bats).
Tree Management Plan	
CC.30	<ul style="list-style-type: none"> (a) Prior to the Start of Construction, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP). (b) The Tree Management Plan shall: <ul style="list-style-type: none"> i) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in Condition PC.7. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.

Ref	Condition
	ii) demonstrate how the tree management measures (outlined in A – D above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.
Protected Trees (Bishop Selwyn Cairn)	
CC.31	<p>(a) Prior to the Start of Construction, a survey shall be conducted by a suitably qualified person to determine the location and existence of the following trees shown in Schedule 5:</p> <p>i) Item ID. 2152, Puriri, located at 1832 Great South Road, Pt Lot B DP 6559; and;</p> <p>ii) Item ID. 2695, Norfolk Island Pine, located at 1850 Great South Road, SECT 4 SO69909, PT LOT B DP6559, PT LOT B DP6559, and SECT 3 SO69909.</p> <p>(b) If these trees exist at the time of the survey, a specific Tree Management Plan shall be prepared. The objective of this Tree Management Plan is to protect the trees throughout the construction of the Project.</p>
Protected Heritage Site (Bishop Selwyn Cairn)	
CC.32	<p>(a) Prior to the Start of Construction, a survey shall be conducted by a suitably qualified person to determine the extent of the historic heritage extent of place 'Bishop Selwyn Cairn' listed in the AUPOP Schedule 14.1: Schedule of Historic Heritage (ID 01537), which includes PART ALLOT 254 PSH OF MANGATAWHIRI, PART LOT 3 DP 6559, PART LOTB DP 6559, and the road reserve, as indicated in Schedule 4.</p> <p>(b) No construction activities shall take place within the 'no works' area identified in (Schedule 4) throughout the duration of the construction of the Project. The boundaries of the 'no works' area must be clearly illustrated in the OPW provided to the Council.</p>

Operational Conditions (OC)

Ref	Condition
Low Noise Road Surface	
ON.1	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
ON.2	The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.
Traffic Noise	
ON.3	<p>(a) For the purposes of Conditions ON.3(a) to (p):</p> <p>i) Building-Modification Mitigation – has the same meaning as in NZS 6806;</p> <p>ii) Design year has the same meaning as in NZS 6806;</p> <p>iii) Detailed Mitigation Options – means the fully detailed design of the Selected Mitigation Options, with all practical issues addressed;</p>

- iv) Habitable Space – has the same meaning as in NZS 6806;
 - v) Identified Noise Criteria Category – means the Noise Criteria Category for a PPF identified in in Schedule 3: Identified PPFs Noise Criteria Categories;
 - vi) Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;
 - vii) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the Best Practicable Option for noise mitigation (i.e. Categories A, B and C);
 - viii) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;
 - ix) P40 – means Transport Agency NZTA P40:2014 Specification for noise mitigation;
 - x) Protected Premises and Facilities (PPFs) – means only the premises and facilities identified in green, orange or red in Schedule 3: Identified PPFs Noise Criteria Categories;
 - xi) Selected Mitigation Options – means the preferred mitigation option resulting from a Best Practicable Option assessment undertaken in accordance with NZS 6806; and
 - xii) Structural Mitigation – has the same meaning as in NZS 6806
- (b) The Noise Criteria Categories identified in Schedule 3: Identified PPFs Noise Criteria Categories at each of the PPFs shall be achieved where practicable and subject to Conditions ON.3(a) to (p) (all traffic noise conditions).
- Achievement of the Noise Criteria Categories for PPFs shall be by reference to a traffic forecast for a high growth scenario in a design year at least 10 years after the programmed opening of the Project.
- (c) As part of the detailed design of the Project, a Suitably Qualified Person shall determine the Selected Mitigation Options for the PPFs identified on Schedule X: Identified PPFs Noise Criteria Categories.
- (d) Prior to construction of the Project, a Suitably Qualified Person shall develop the Detailed Mitigation Options for the PPFs identified in Schedule 3: Identified PPFs Noise Criteria Categories, taking into account the Selected Mitigation Options.
- (e) If the Detailed Mitigation Options would result in the Identified Noise Criteria Category changing to a less stringent Category, e.g. from Category A to B or Category B to C, at any relevant PPF, a Suitably Qualified Person shall provide confirmation to the Manager that the Detailed Mitigation Option would be consistent with adopting the Best Practicable Option in accordance with NZS 6806 prior to implementation.
- (f) Prior to the Start of Construction, a Noise Mitigation Plan written in accordance with P40 shall be provided to the Manager for information.
- (g) The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of completion of construction.
- (h) Prior to the Start of Construction, a Suitably Qualified Person shall identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not be Noise Criteria Categories A or B and where Building-Modification Mitigation might be required to achieve 40 dB LAeq(24h) inside Habitable Spaces ('Category C Buildings').
- (i) Prior to the Start of Construction in the vicinity of each Category C Building, the Requiring Authority shall write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the

	<p>building owner agrees to entry within three months of the date of the Requiring Authority's letter, the Requiring Authority shall instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.</p>
(j)	<p>For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition ON.3(g) above if:</p> <ul style="list-style-type: none"> i) The Requiring Authority's Suitably Qualified Person has visited the building and assessed the noise reduction performance of the building envelope; or ii) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or iii) The building owner did not agree to entry within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.3(e) above (including where the owner did not respond within that period); or iv) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project. v) If any of (i) to (v) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.
(k)	<p>Subject to Condition ON.3(f) above, within six months of the assessment undertaken in accordance with ON.3(e) and (f), the Requiring Authority shall write to the owner of each Category C Building advising:</p> <ul style="list-style-type: none"> i) If Building-Modification Mitigation is required to achieve 40 dB LAeq(24h) inside habitable spaces; and ii) The options available for Building-Modification Mitigation to the building, if required; and iii) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.
(l)	<p>Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation shall be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.</p>
(m)	<p>Subject to Condition ON.3(f), where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition ON.3(h) if:</p> <ul style="list-style-type: none"> i) The Requiring Authority has completed Building Modification Mitigation to the building; or ii) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or iii) The building owner did not accept the Requiring Authority's offer to implement Building Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.3(f) (including where the owner did not respond within that period); or iv) The building owner cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

	<p>(n) Within twelve months of completion of construction of the Project, a post-construction review report written in accordance with P40 Specification for Noise Mitigation 2014 shall be provided to the Manager.</p> <p>(o) The Detailed Mitigation Options shall be maintained so they retain their noise reduction performance as far as practicable.</p> <p>(p) The Noise Criteria Categories at the PPFs identified in S Schedule 3: Identified PPFs Noise Criteria Categories do not need to be complied with where:</p> <ul style="list-style-type: none"> i) the PPF no longer exists; or ii) agreement of the landowner has been obtained confirming that the Noise Criteria Category level does not need to be met.
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Stage 2 P2B – Attachments

Schedule 1: General Accordance Plans and Information

Project Description

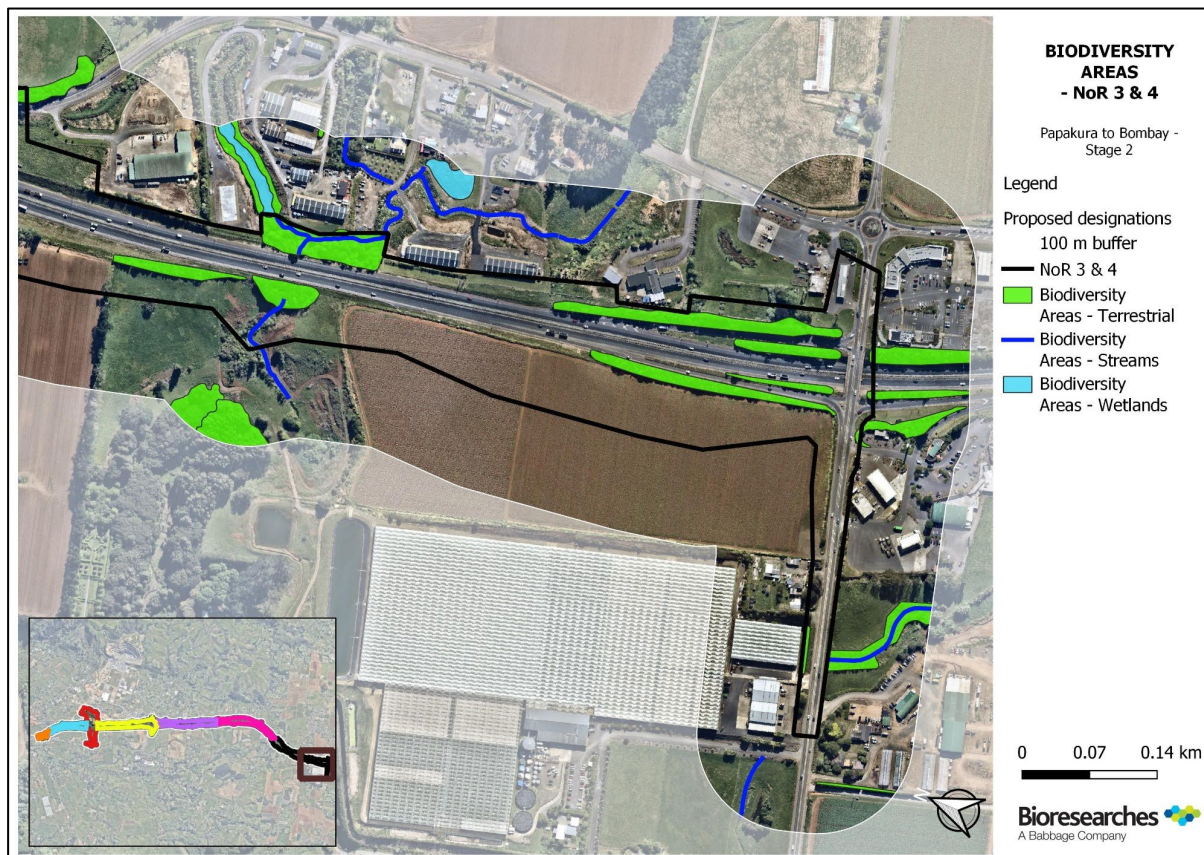
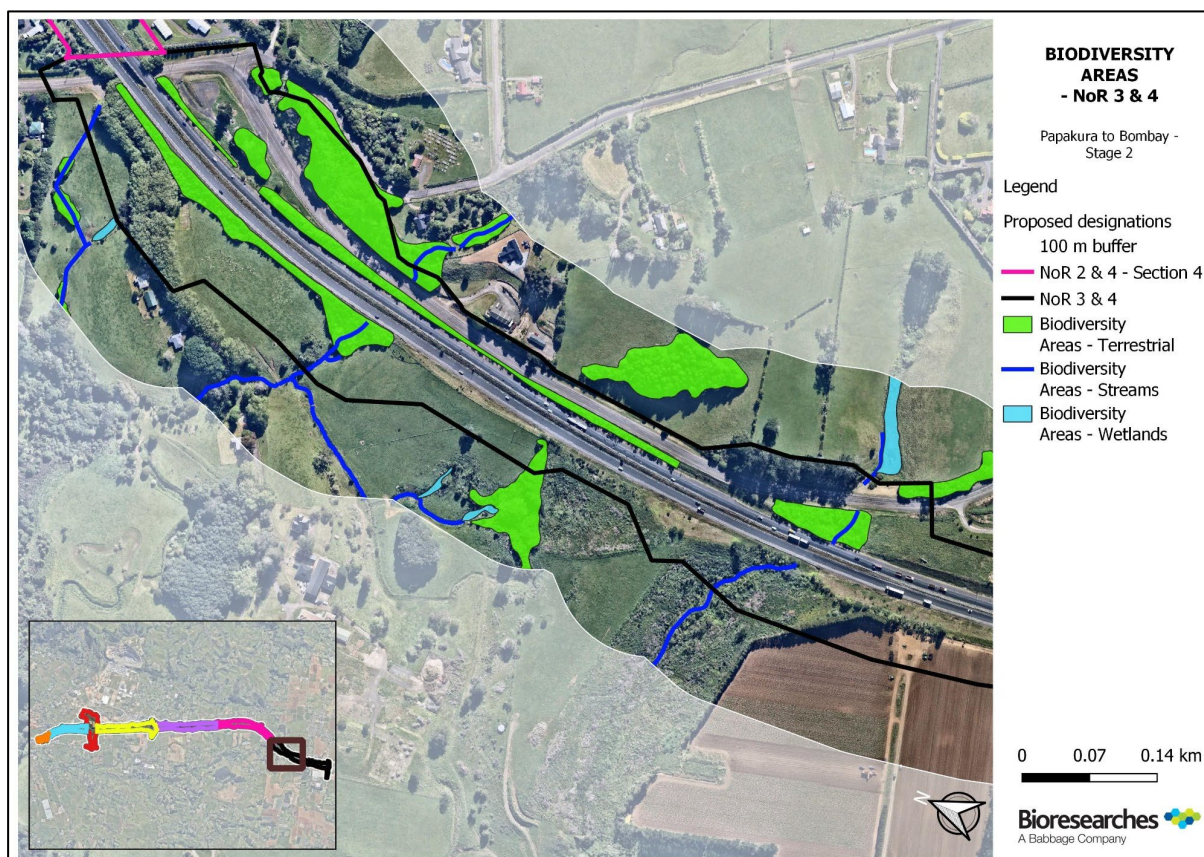
The proposed alteration is for the construction, operation, and maintenance of a motorway between the SH1 Great South Road over-bridge at Bombay and Bombay Interchange, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- Safety improvements including the upgrading of interchanges, wider shoulders, new barriers and improvements to lighting along the extent of the Project area;
- Upgrades to Bombay Interchange, including modification of the existing intersections, and replacement and/or additions to the existing over-pass at Mill Road;
- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Ecological Management Plan – Identified Biodiversity Areas

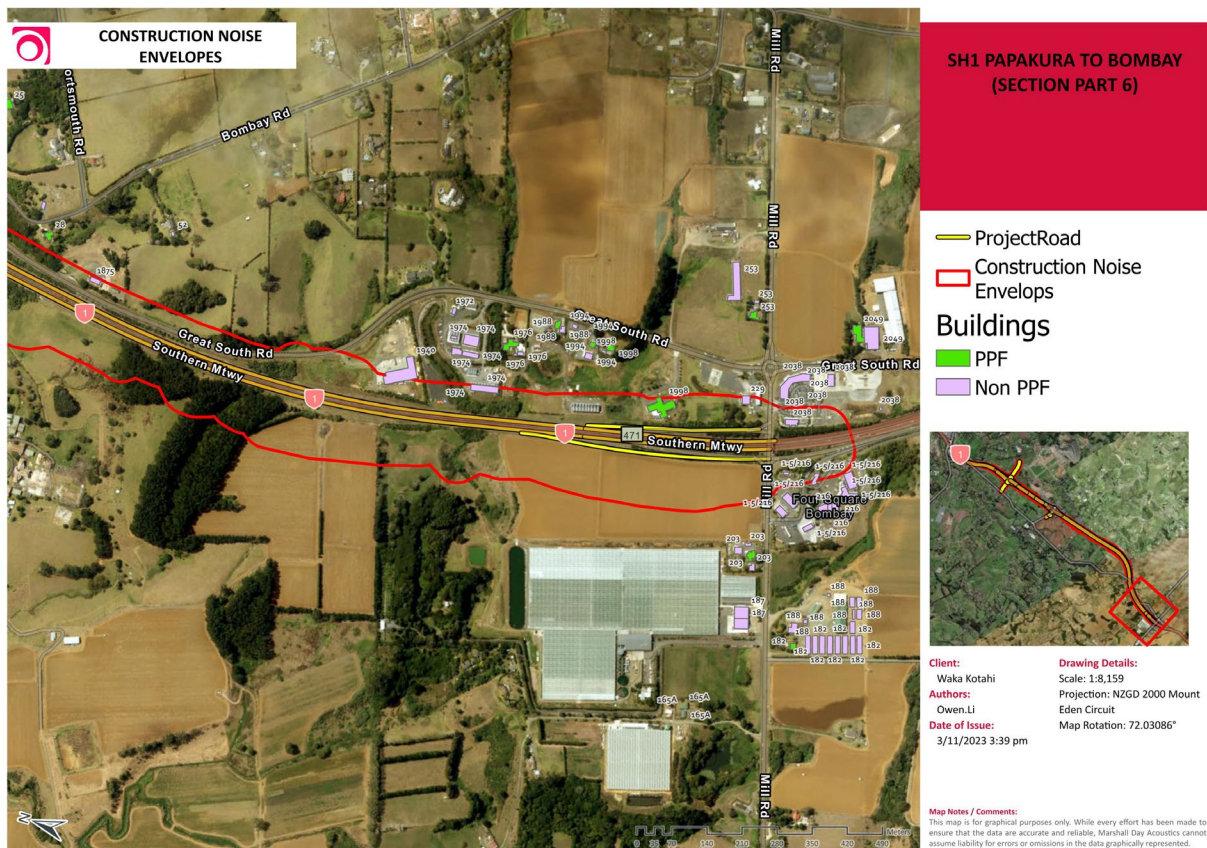
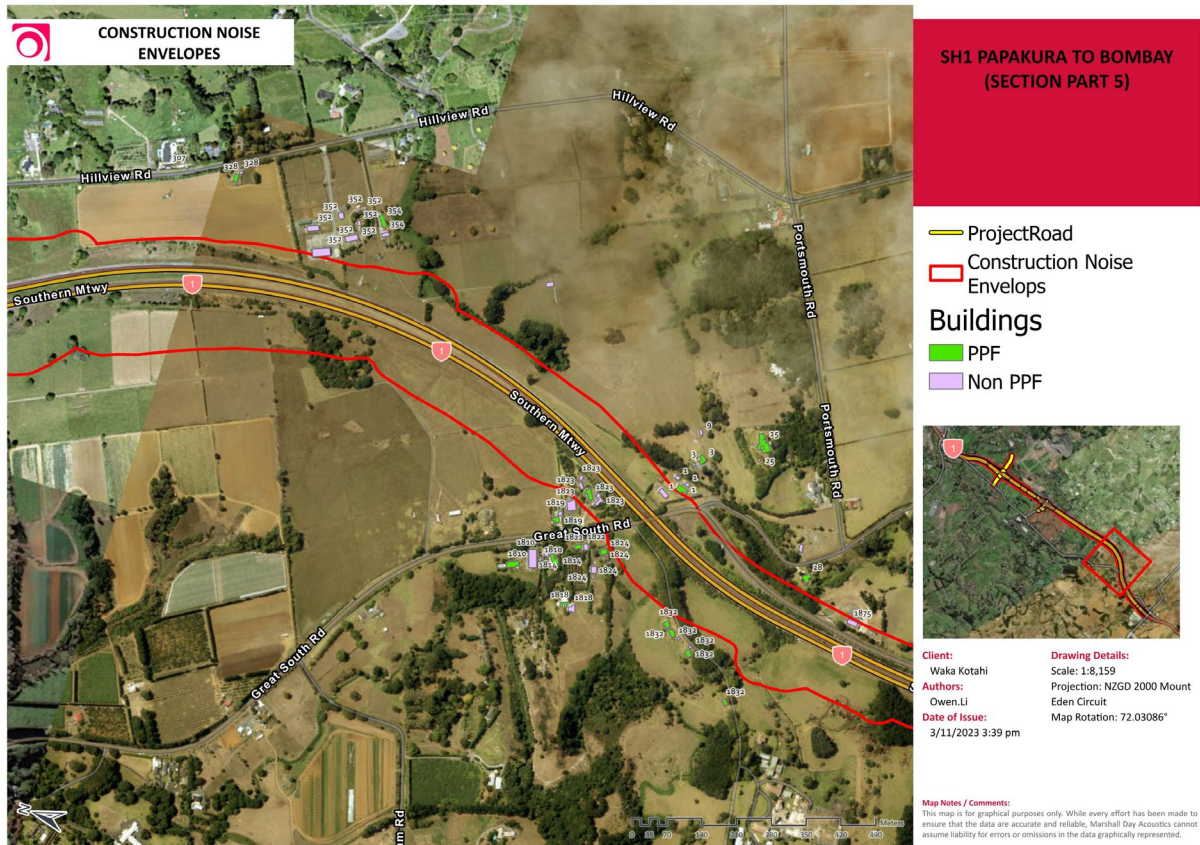


Schedule 3: Identified PPFs Noise Criteria Categories

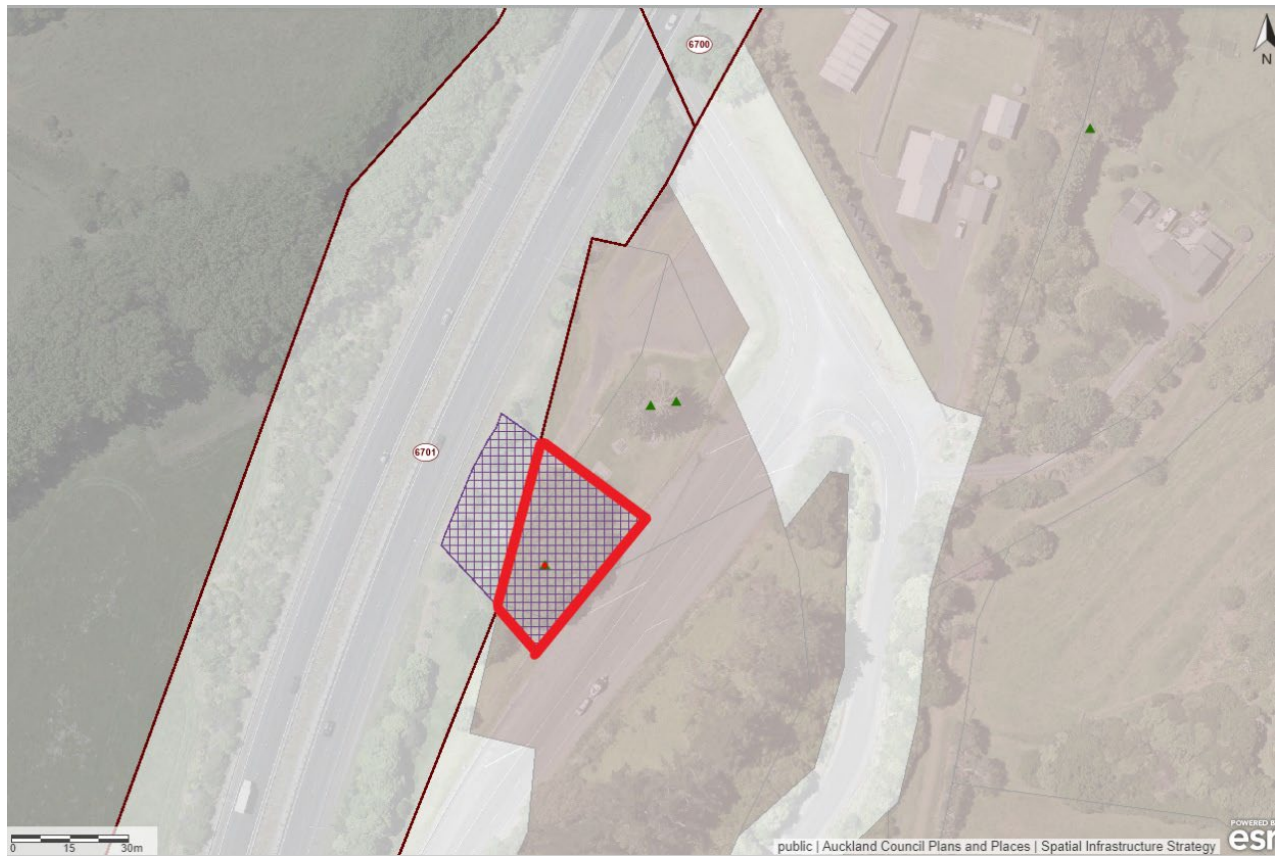
Schedule: PPFs assess against alter road Criteria

PPF Address	Noise Criteria Category
1 Bombay Road	C
3 Bombay Road	B
28 Bombay Road	C
1814 Great South Road	A
1818 Great South Road	A
1819 Great South Road	A
1822 Great South Road	A
1823 Great South Road	C
1824 Great South Road	B
1832 Great South Road	A
1832 Great South Road	B
1832 Great South Road	B
1832 Great South Road	A
1976 Great South Road	B
1988 Great South Road	A
1994 Great South Road	A
1998 Great South Road	C
1998 Great South Road	A
2049 Great South Road	A
182 Mill Road	A
203 Mill Road	A
253 Mill Road	A
25 Portsmouth Road	B

PPFs Location Map – assess against altered road Criteria



Schedule 4: Protected heritage site (Bishop Selwyn Cairn)



(Source: AUPOP)

Schedule 5: Protected trees (Bishop Selwyn Cairn)



(Source: AUP:OP)

Stage 2 Papakura to Bombay

NoR 4: Construction, maintenance and operation of a Shared User Path, and associated infrastructure

Proposed Draft Conditions

16 February 2024

Definitions and Explanation of Terms

In addition to the conditions below, the following also form part of this condition set:

- Definitions and explanations of terms
- Summary of documents identified in the Conditions; and,
- Schedules

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
Designation SUP	Designation for the construction, operation, and maintenance of a shared path and associated infrastructure.
EIMP	Electricity Infrastructure Management Plan
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> • Geotechnical investigations and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
HHMP	Historic Heritage Management Plan

Historic Heritage	Meaning as in the Resource Management Act 1991
HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NIP	Network Integration Plan
NUMP	Network Utility Management Plan
NZTA	NZ Transport Agency Waka Kotahi
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	NZ Transport Agency Waka Kotahi
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCMP	Stakeholder and Communications Management Plan
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTANZTA activities.
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

Conditions

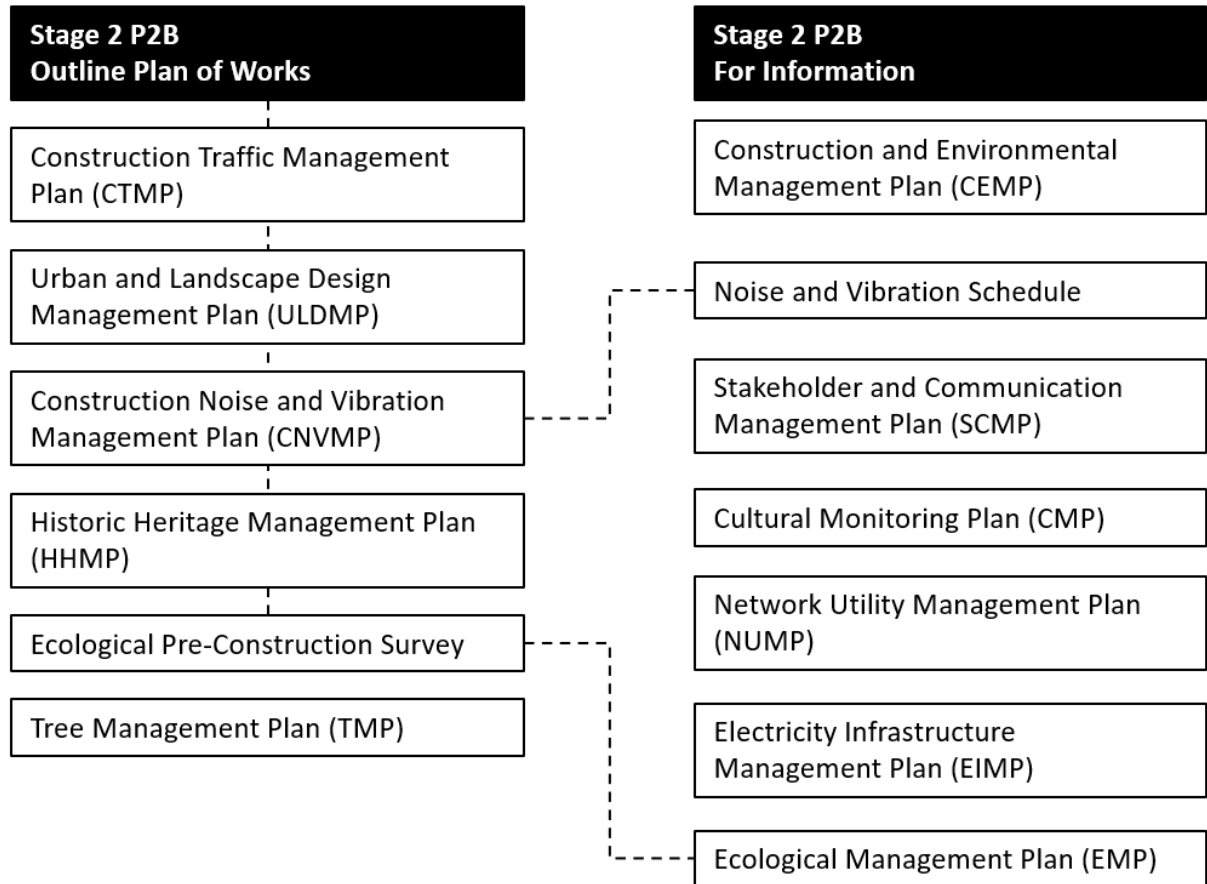
Guide to reading the conditions

The conditions are identified as follows:

Set of proposed conditions	Numbering format	Conditions
General conditions	GC	Activity in General Accordance Project Information Designation Review Designation Lapse Network Utility Operators <u>Network Integration Plan</u>
Pre-constructions conditions	PC	Pre-construction meeting Outline Plan(s) of Works Management Plans Stakeholder and Communications <u>and Engagement</u> Management Plan Urban and Landscape Design Management Plan St Stephen's School Planting Plan <u>Network Utilities Integration</u>
Specific Outline Plan conditions	OPW	Flood Hazard Existing Property Access

Construction conditions	CC	<p>General</p> <p>Construction Environmental Management Plan</p> <p>Complaints Management Process</p> <p>Network Utility Management Plan</p> <p>Transpower</p> <p>Electricity Infrastructure Management Plan</p> <p>Cultural Monitoring Plan</p> <p>Construction traffic management plan</p> <p>Construction noise and vibration management plan</p> <p>Noise standards</p> <p>Vibration standards</p> <p>Historic Heritage Management Plan</p> <p>Pre-Construction Ecological Survey</p> <p>Ecological Management Plan</p> <p>Tree Management Plan</p>
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Summary of documents identified in Conditions



Conditions – Shared User Path

The purpose of the Designation is ‘*construction, maintenance and operation of a shared user path, and associated infrastructure*’.

General conditions (GC)

Ref	Condition
Activity in General Accordance with Plans and Information	
GC.1	<p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1:</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.
Project Information	
GC.2	<p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established and when funding is secured for the Project. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated detailed design and construction timeframes for the Project; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
Designation Review	
GC.3	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p>

	<ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
GC.4	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Designation Lapse	
GC.5	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 2015 years from the date on which it is included in the AUP.
Network Utility Operators (Section 176 Approval)	
GC.6	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
Network Integration Plan (NIP)	
GC.7	<p>(a) A Network Integration Plan (NIP) shall be prepared, in collaboration with AT, to manage potential effects resulting from the staging and implementation of the network and to enable suitable and safe transitions between State Highways and local roads. This may include upgrades and improvements if appropriate. The NIP will consider the following:</p> <ul style="list-style-type: none"> (i) The project implementation approach and any staging of the project including design, management and operational matters; (ii) Sequencing of the project within the adjoining planned transport network, including design, management and operational matters; and (iii) Details of any planning and design matters. <p>(b) Specific locations identified within the geographic scope of NoR 4 include:</p> <ul style="list-style-type: none"> (i) Active mode connections at Quarry Road; (ii) Transport connections at the proposed new Drury South interchange with the local network and Drury South Precinct; (iii) Transport connections at the upgraded Ramarama Interchange; and (iv) Transport connections at the Bombay Interchange and Mill Road Bridge.

Pre-construction conditions (PC)

Ref	Condition
Pre-construction site meeting	
PC.1	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> a) The meeting shall be located on the Project site unless otherwise agreed; b) The meeting shall include representation from the contractor who will undertake the works; c) The following information shall be made available at the pre- construction meeting: <ul style="list-style-type: none"> (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans as per the requirements of the resource consents; and d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.
PC.2	<p>Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.</p>
Outline Plan(s) of Works (designation)	
PC.3	<ul style="list-style-type: none"> (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project (c) Outline Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG: <ul style="list-style-type: none"> (i) Construction Traffic Management Plan (CTMP); (ii) Construction Noise and Vibration Management Plan (CNVMP); (iii) Construction Environmental Management Plan (CEMP); (iv) Historic Heritage Management Plan (HHMP); (v) Ecological Management Plan (EMP); (vi) Tree Management Plan (TMP); and, (vii) Urban and Landscape Design Management Plan (ULDMP); <u>and</u> (viii) <u>Network Utility Management Plan (NUMP).</u> (d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.
Management Plans	
PC.4	<ul style="list-style-type: none"> (a) Any management plan shall:

Ref	Condition
	<ul style="list-style-type: none"> (i) Be prepared and implemented in accordance with the relevant management plan condition; (ii) Be prepared by a Suitably Qualified Person(s); (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates. (iv) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs and CNVMP Schedules. (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation. (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process. (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCMPs, are to be submitted to the Council for information.</p>
PC.5	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> (a) Quarry Road; (b) Great South Road; (c) Maher Road; (d) Ararimu Road (Ramarama Interchange); and , (e) Mill Road (Bombay Interchange). <p>NZTA will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</p> <p>ADVICE NOTE:</p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p>
Stakeholder and Communications and Engagement Management Plan (SCEMP)	
PC. 6	<p>(a) <u>A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction for a stage of work.</u></p>

Ref	Condition
	<p>(b) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land, and Network Utility Operators with assets within or adjoining the designation) will be communicated with engaged with prior to and throughout the Construction Works.</p> <p>(c) To achieve the purpose, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG; (iv) a list of stakeholders, organisations, businesses and persons who will be communicated with; (v) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; (vi) methods to engage with stakeholders and the owners of properties identified in (iv) and (v) above. (vii) methods and timing to engage with owners and occupiers whose access is directly affected; (viii) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (ix) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. (x) A record of the engagement undertaken with those listed in (iv) and (v) above, including summaries of feedback and any response given or action taken by the Requiring Authority as a result of that feedback. <p>(d) any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.</p>
Urban and Landscape Design Management Plan (ULDMP)	
PC. 7	<p>(a) A ULDMP shall be prepared prior to the Start of Construction for a the first Stage of Work for the NoR.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context including works associated with related NoRs; (ii) Respond to the interrelationship between overlapping NoRs to achieve a coordinated and cohesive design response; (iii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and (iv) Acknowledge and recognise the whakapapa mana whenua have to the Project area.

Ref	Condition
	<p>(c) Mana Whenua shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.28 (Historic Heritage Management Plan) may be reflected in the ULDMP.</p> <p>(d) Key stakeholders identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with the principals and contained in the Project Urban and Landscape Design Framework (UDLF) Rev G dated February 2024.</p> <p>(f) The UDLMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Bridging the Gap: NZTA Urban Design Guidelines (2013) or any subsequent versions. (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and; (iii) NZTA Landscape Guidelines (March 2018) or any subsequent version. <p>(g) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones, having particular regard to the most appropriate edge treatment; (ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; D. how opportunities to utilise flora and fauna with a specific connection to the area are provided; (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Drury South Interchange.

Ref	Condition
	<p>(v) Promotes inclusive access (where appropriate); and</p> <p>(vi) Promotes a sense of personal safety by aligning with best practice guidelines, such as:</p> <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. <p>(vii) Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate.</p> <p>(h) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> (i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) Landscape and urban design details. (iv) A wayfinding and signage strategy (including distance markers at SUP connection points) <p>(i) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. Identification of existing trees and vegetation that will be retained, including any protected trees immediately adjacent to the designation, and any planting requirements under the Ecological Management Plan (Condition CC.17). Where practicable, mature trees and native vegetation should be retained; B. measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified as protected or notable in the AUPOP at the time of lodgement (16 February 2024). C. Street trees, shrubs and ground cover suitable for the location; D. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; E. planting of stormwater wetlands; F. Integration of any planting requirements required by conditions of any resource consents for the project; and G. Re-instatement planting of construction and site compound areas as appropriate. (ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces. (iii) A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and

Ref	Condition
	<p>(iv) Detailed specifications relating to the following:</p> <ul style="list-style-type: none"> A. Weed control and clearance; B. Pest animal management (to support plant establishment); C. Ground preparation (top soiling and decompaction); D. Mulching; and E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species. <p>(v) Identification of existing network utilities, and any measures to ensure that any proposed planting and landscaping does not adversely affect network utilities nor access to such utilities for the purposes of maintenance and upgrades.</p>
St Stephen's School Planting Plan	
PC.7.8	<p>The following planting details and maintenance requirements shall be included in a St Stephen's School Planting Plan prepared for the Stage of Works at St Stephen's School (1832 Great South Road):</p> <ul style="list-style-type: none"> (a) Confirmation of the area (m²) of Notable Trees identified in Schedule 3 of this condition set to be removed, to be determined in accordance with the requirements under the Tree Management Plan (CC.30(b)(ii)); and, (b) Replacement trees identified in PC.7.A(i) at a ratio of 1:1m² that will reach a mature height greater than 10.0m, to be planted within the area identified on Schedule 3, and to be retained.
Network Utilities Integration	
PC.9	<p>The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.</p>

Specific Outline Plan Requirements (OPW)

Ref	Condition
Flood Hazard	
OPW.1	<ul style="list-style-type: none"> (a) The Project shall be designed to ensure post-Project flood risk defined as flood levels during a 1% AEP event, are maintained at pre-Project levels outside the designation extent. (b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year ARI flood levels (for Existing Development without Climate Change and Maximum Probable Development land use and including climate change).
Existing Property Access	

OPW.2	Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the landowner.
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Construction Conditions (CC)

Ref	Condition
General	
CC.1	Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.
CC.2	A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken
CC.3	All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.
CC.3A	The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.
Construction Environmental Management Plan	
CC.4	<ul style="list-style-type: none"> (c) A Construction Environmental Management Plan (CEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (d) The purpose of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (e) To achieve the purpose, the CEMP shall include: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting;

Ref	Condition
	<ul style="list-style-type: none"> (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; (xii) methods for amending and updating the CEMP as required: and (xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and, (xiv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to: <ul style="list-style-type: none"> a. construction activities undertaken outside of flood plains and overland flow paths where practicable; b. scheduling of construction activities during dry periods; and c. staging of construction activities. (f) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. (g) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Complaints Management Process	
CC.6	<ul style="list-style-type: none"> (a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint;

Ref	Condition
	<p>(iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant)</p> <p>(v) The outcome of the investigation into the complaint;</p> <p>(vi) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</p> <p>A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
CC.7	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	
CC.8	<p>(a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction.</p> <p>(b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing and planned network utilities.</p> <p>(c) To achieve the purpose, the NUMP shall include methods to:</p> <p>(i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</p> <p>(ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area;</p> <p>(d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing and planned assets that are directly affected by the Project.</p> <p>(e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p> <p>(h) The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.</p>
Transpower	
CC.9	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.10	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.

Ref	Condition
CC.11	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
CC.12	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.13	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.14	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
CC.15	An Electrical Infrastructure Management Plan (EIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The EIMP shall be prepared in consultation with Transpower.
Electricity Infrastructure Management Plan	
CC.16	The purpose of the EIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

Ref	Condition
CC.17	<p>(a) To achieve the purpose, the EIMP shall include:</p> <ul style="list-style-type: none"> (i) Roles and responsibilities of staff and contractors responsible for implementation of the EIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV C. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.9 – CC.12 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: <ul style="list-style-type: none"> A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.18	The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.
CC.19	<p>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the EIMP required by Condition CC.15 above has been completed and either:</p> <ul style="list-style-type: none"> (a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or (b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.

Ref	Condition
CC.20	<p>Construction works shall be undertaken in accordance with the Electrical Infrastructure Management Plan prepared in accordance with Condition CC.17 above.</p> <p>ADVICE NOTE:</p> <p><i>Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz</i></p>

Cultural Monitoring Plan

CC.21	<p>(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the NZTA Southern IIG.</p> <p>(b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the NZTA Southern IIG and to minimise potential adverse effects on these values.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring. <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v).</p> <p>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</p>
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Construction traffic management plan

CC.22	<p>(a) A Construction Traffic Management Plan (CTMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The CTMP shall be prepared in consultation with Auckland Transport, in accordance with NZTA most recent guidelines for temporary traffic management. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be documented including any Auckland</p>
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Transport comments not incorporated within the final CTMP submitted to the Manager.

- (b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.
- (c) To achieve this purpose, the CTMP shall include:
 - (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport;
 - (ii) measures to manage the safety of all transport users;
 - (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;
 - (iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory;
 - (v) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;
 - (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Great South Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours;
 - (vii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;
 - (viii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;
 - (ix) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services);
 - (x) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the NZTA most recent guidelines for temporary traffic management;
 - (xi) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand;
 - (xii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services;
 - (xiii) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable.

	<p>(d) Any CTMP prepared for a Stage of Work shall be prepared in consultation with Auckland Transport and submitted to the Manager for information 10 working days prior to the Start of Construction for a Stage of Work.</p> <p>ADVICE NOTE:</p> <p><i>Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.</i></p>
Construction noise and vibration management plan	
CC.23	<p>(a) A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for information.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions CC.24 and CC.25 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the NZTA State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) management and mitigation options, and identification of the Best Practicable Option; (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)]; (xi) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration;

	<p>(xii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and</p> <p>(xiii) requirements for review and update of the CNVMP.</p>
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Noise Criteria

CC.24

Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:

Table CC24.1 Construction noise criteria

Day of week	Time	dB LAeq(15min)	dB LAmax
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 – 0630	45	75
Other occupied buildings			
All days	0730 - 1800	75	n/a
	1800 - 0730	80	n/a

- (a) Where compliance with the noise standards set out in Table CC24.1 is not practicable, then the methodology in Condition CC.23 shall apply.

Vibration Criteria

CC.25

- (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

Table CC.25.1 Construction vibration criteria

Receiver	Details	Category A	Category B
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv
	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv

	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2
		At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values
<p><i>*BS 5228-2:2009 'Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration'</i></p> <p>(b) Where compliance with the vibration standards set out in Table CC.25.1 is not practicable, then the methodology in Condition CC.23 shall apply.</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.</p> <p>(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated.</p>				
CC.26	<p>(a) A Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:</p> <ul style="list-style-type: none">(i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;(ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25. <p>(b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none">(i) construction activity location, start and finish times;(ii) the nearest neighbours to the construction activity;(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25;(iv) the proposed mitigation;(v) the proposed communication with neighbours; and(vi) location, times and types of monitoring. <p>(c) The Schedule shall be submitted to the Manager for information at least 5 working days, except in unforeseen circumstances, in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p>			
Historic Heritage Management Plan				
CC.27	<p>(a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG.</p>			

- (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:
- i) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;
 - B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;
 - C. known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;
 - D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory);
 - E. roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;
 - F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;
 - G. The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;
 - H. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;
 - I. methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:
 - i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and
 - ii. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives.
 - (c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be completed and submitted to required parties as soon as is practicable.

	(d) NZTA At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.
Pre-Construction Ecological Survey	
CC.28	<p>(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:</p> <ul style="list-style-type: none"> i) Confirming whether the species of value within Biodiversity Areas¹ identified in Schedule 3 are still present, and; ii) Confirming whether the Project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines industry best practice. <p>(b) If the ecological survey confirms the presence of ecological features of value in accordance with Condition CC.28(a)(i) and that effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas.</p>
Ecological Management Plan (EMP)	
CC.29	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction for a Stage of Work and submitted to the Manger for information. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <ul style="list-style-type: none"> i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats: <ul style="list-style-type: none"> A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented.

¹ **Biodiversity Areas:** refers to an area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.

- ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):
 - A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and
 - B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds.
- iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:
 - A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable;
 - B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At-Risk wetland birds;
 - C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a ~~50~~100m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;
 - D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within ~~50~~100m of any construction area (including laydown areas). Measures could include:
 - i. a ~~20m~~ buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;
 - ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the ~~20m~~ nesting buffer areas should must not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person;
 - iii. minimising the disturbance from the works if construction works are required within ~~50~~ 100m of a nest, as advised by a Suitably Qualified Person;
 - iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and
 - v. minimising light spill from construction areas into Wetlands.

Advice Note:

Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:

- i. *Stream and/or wetland restoration plans;*
- ii. *Vegetation restoration plans; and*
- iii. *Fauna management plans (eg avifauna, herpetofauna, bats).*

Tree Management Plan

CC.30

- (a) Prior to the Start of Construction, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to: ~~avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP).~~
- (i) ~~avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP); and~~
 - (ii) ~~ensures that the Project avoids the removal of Notable Trees as far as reasonably practicable.~~
- (b) The Tree Management Plan shall:
- i) ~~identify opportunities to reduce in the number and area of Notable Trees identified for removal in Schedule 3;~~
 - ii) ~~demonstrate that any reasonably practicable measures, including the location and design of Project works, to reduce the number and area of Notable Trees identified for removal in Schedule 3, has been considered before confirming the area of Notable Trees to be removed;~~
 - iii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in Condition PC.7. This may include:
 - A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i);
 - B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and
 - C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.
 - iv) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Stage 2 P2B – Attachments

Schedule 1: General Accordance Plans and Information

Project Description

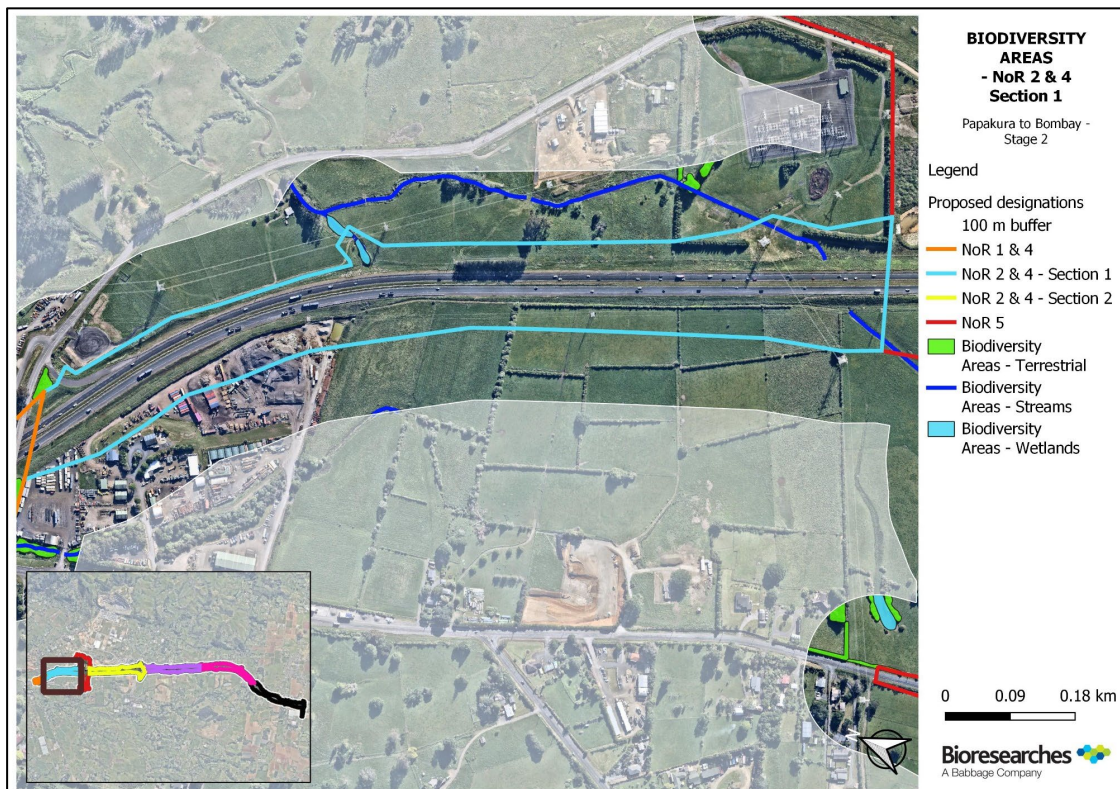
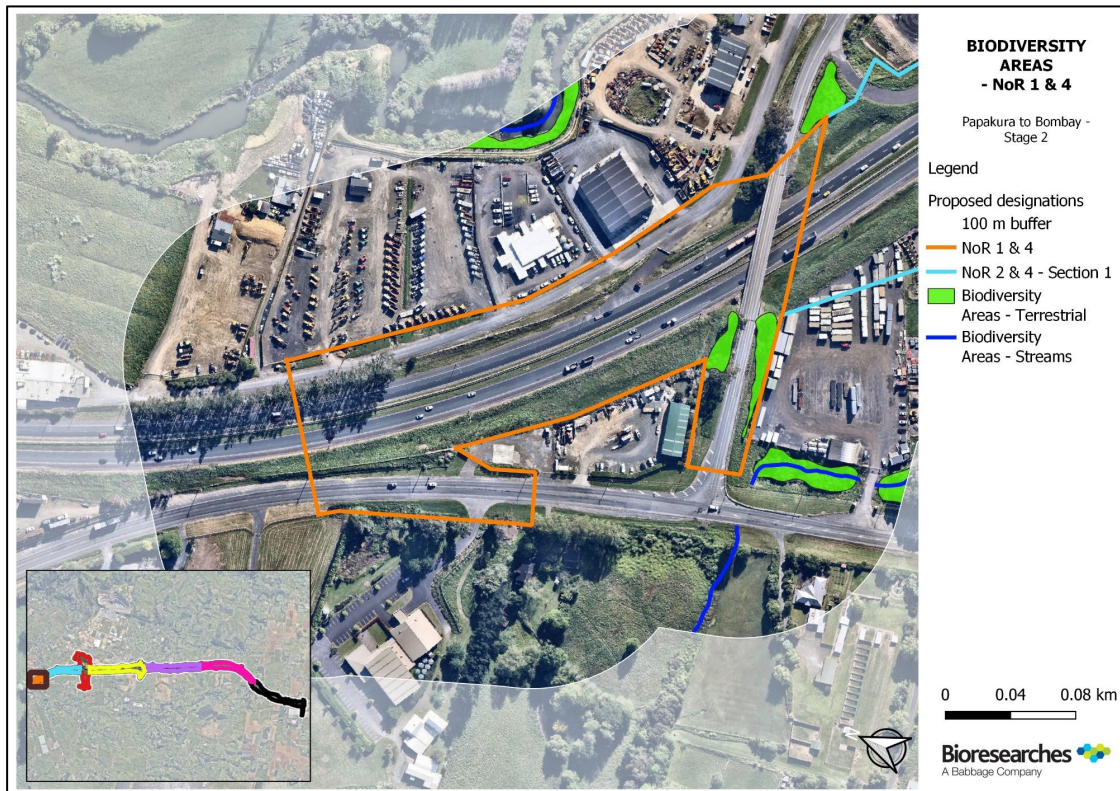
The proposed designation is for the construction, operation, maintenance of a Shared User Path between Drury Interchange and Bombay Interchange, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

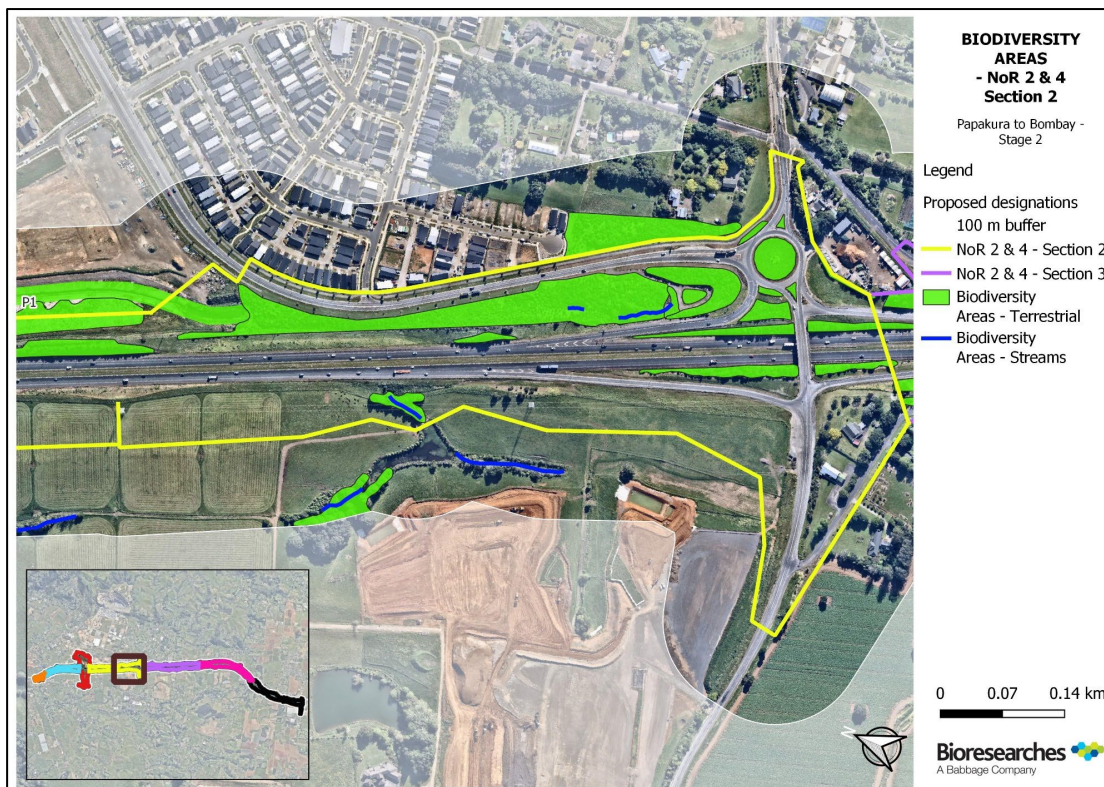
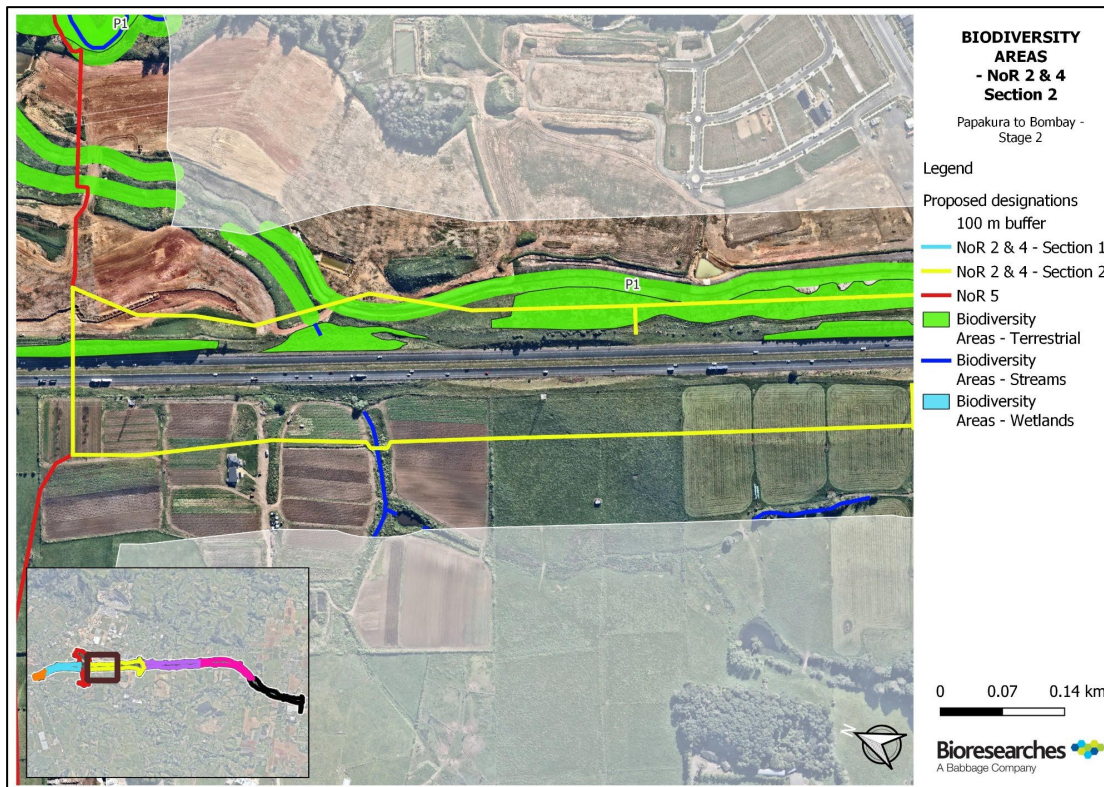
- Associated works including intersections, bridges, embankments, retaining walls, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

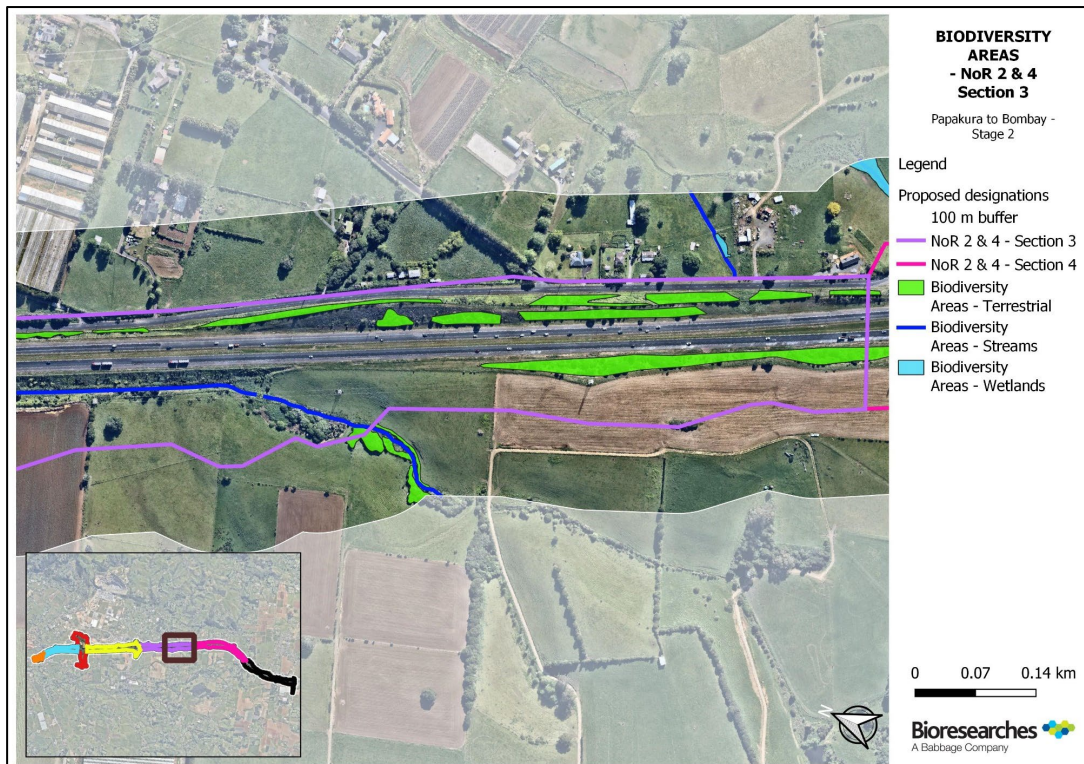
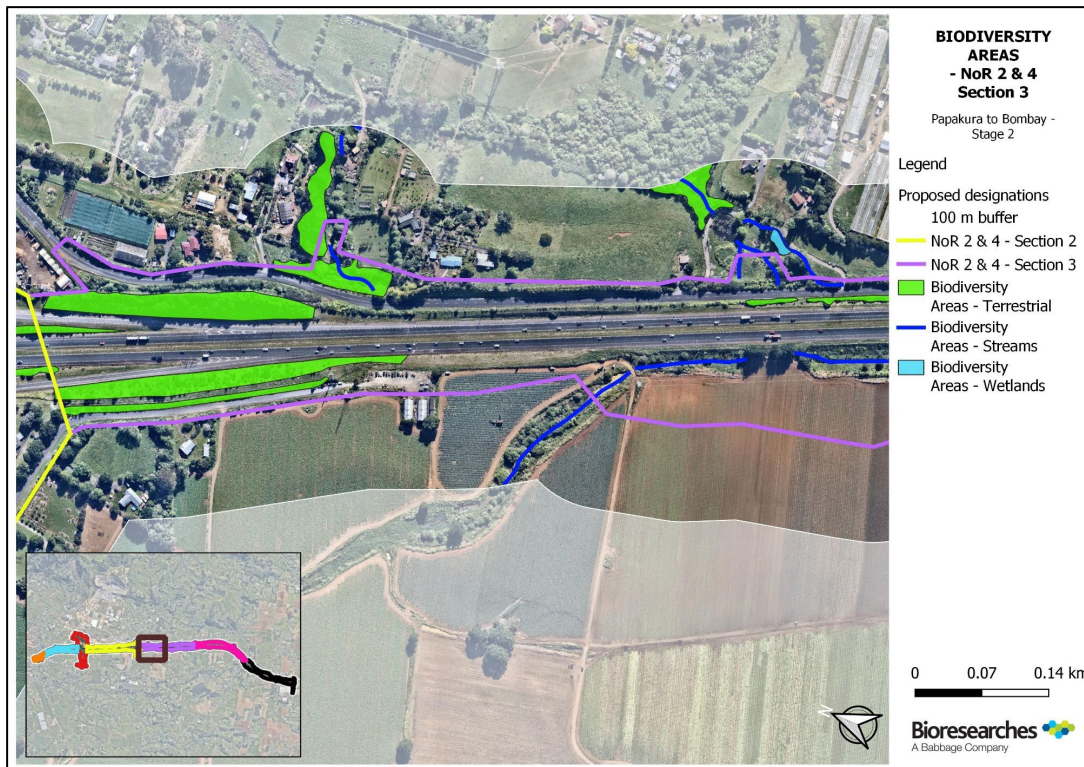
Concept Plan

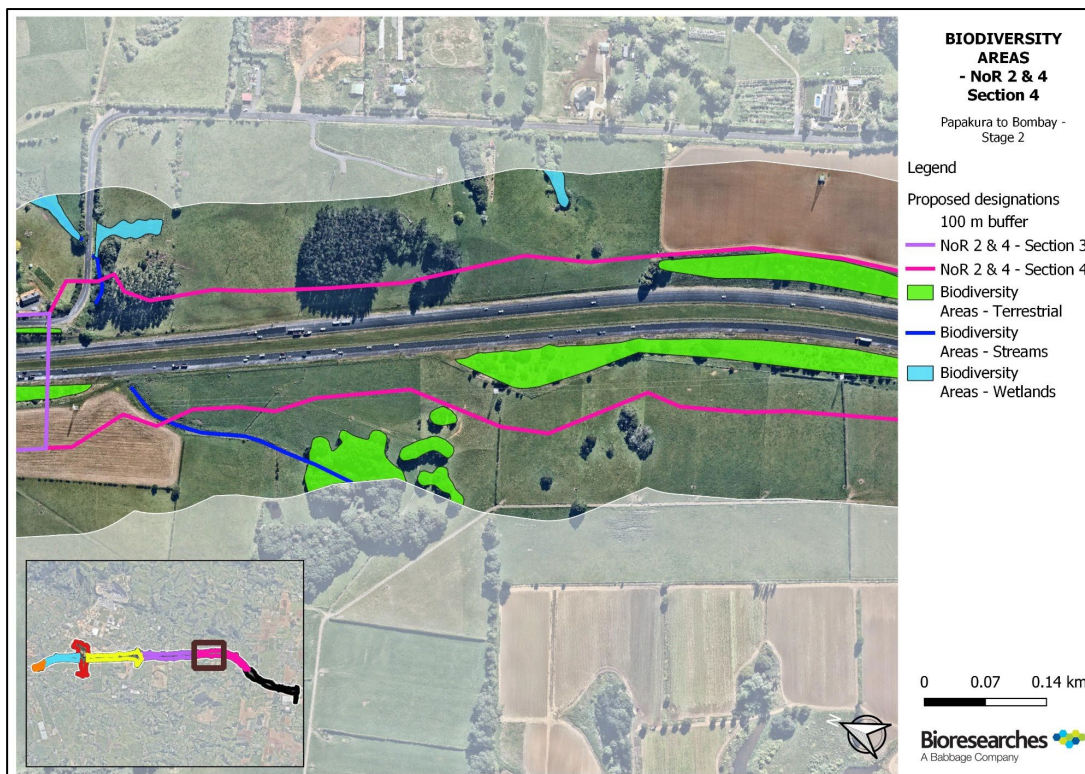
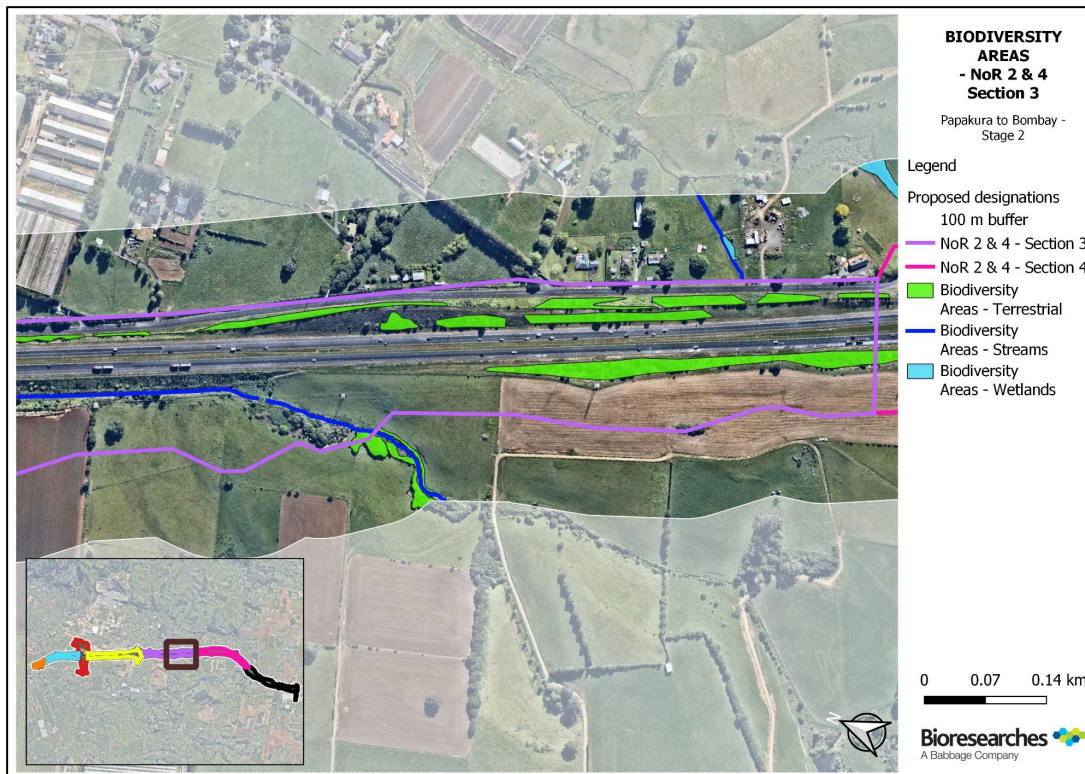


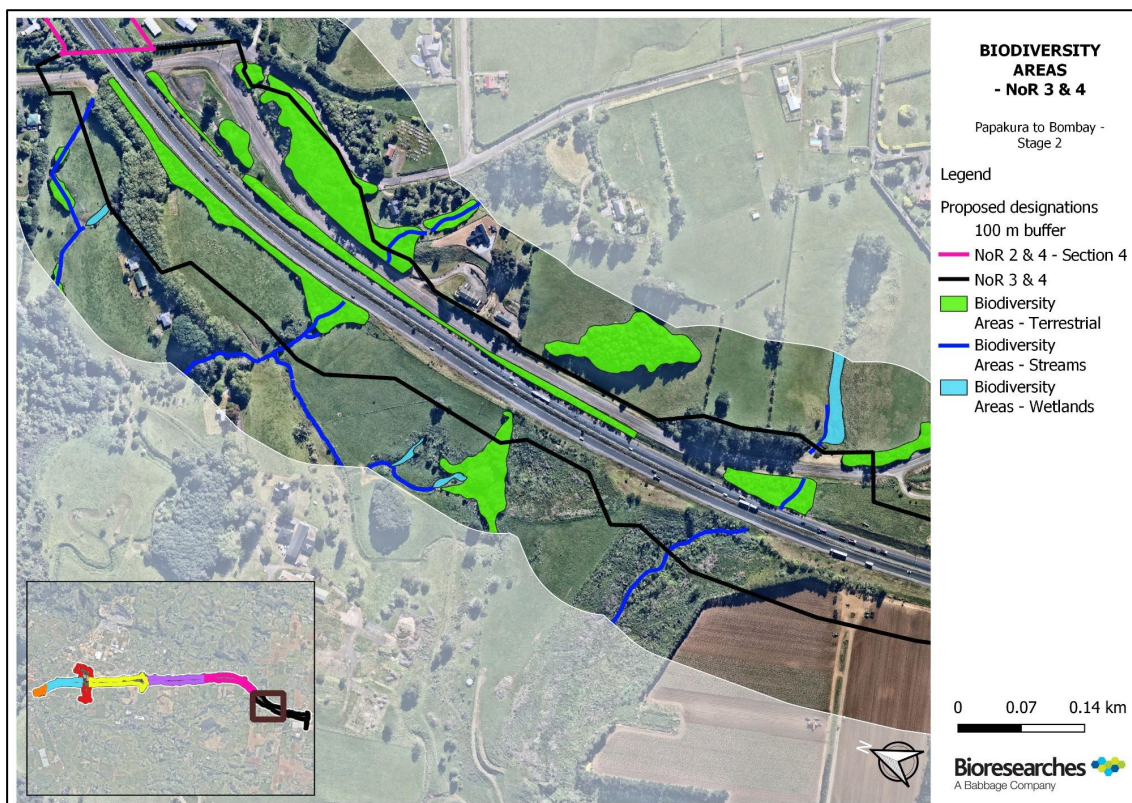
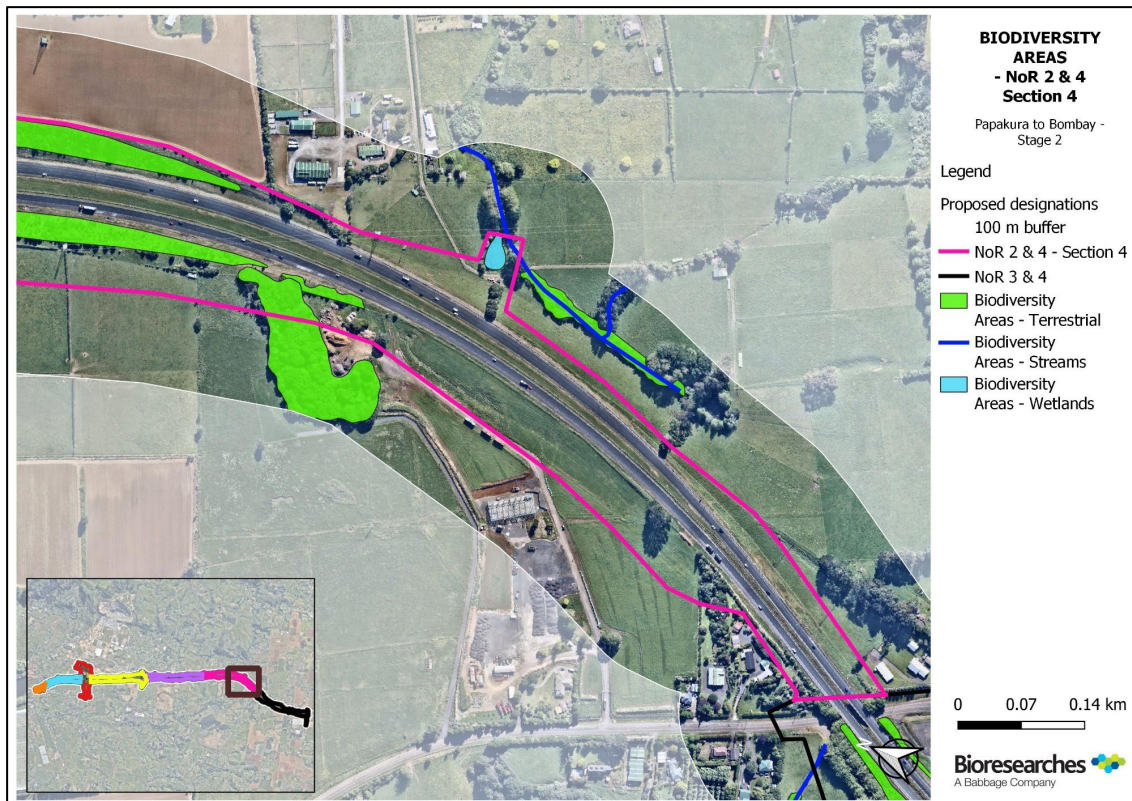
Schedule 2: Ecological Management Plan – Identified Biodiversity Areas

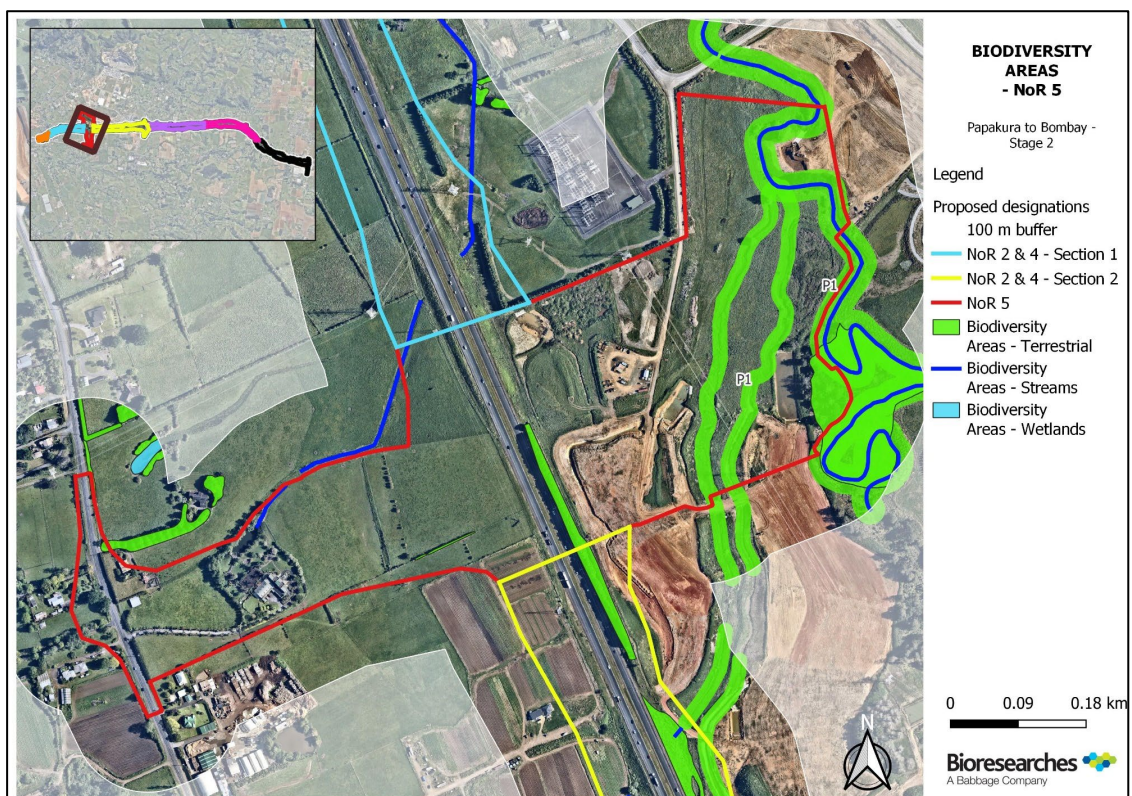
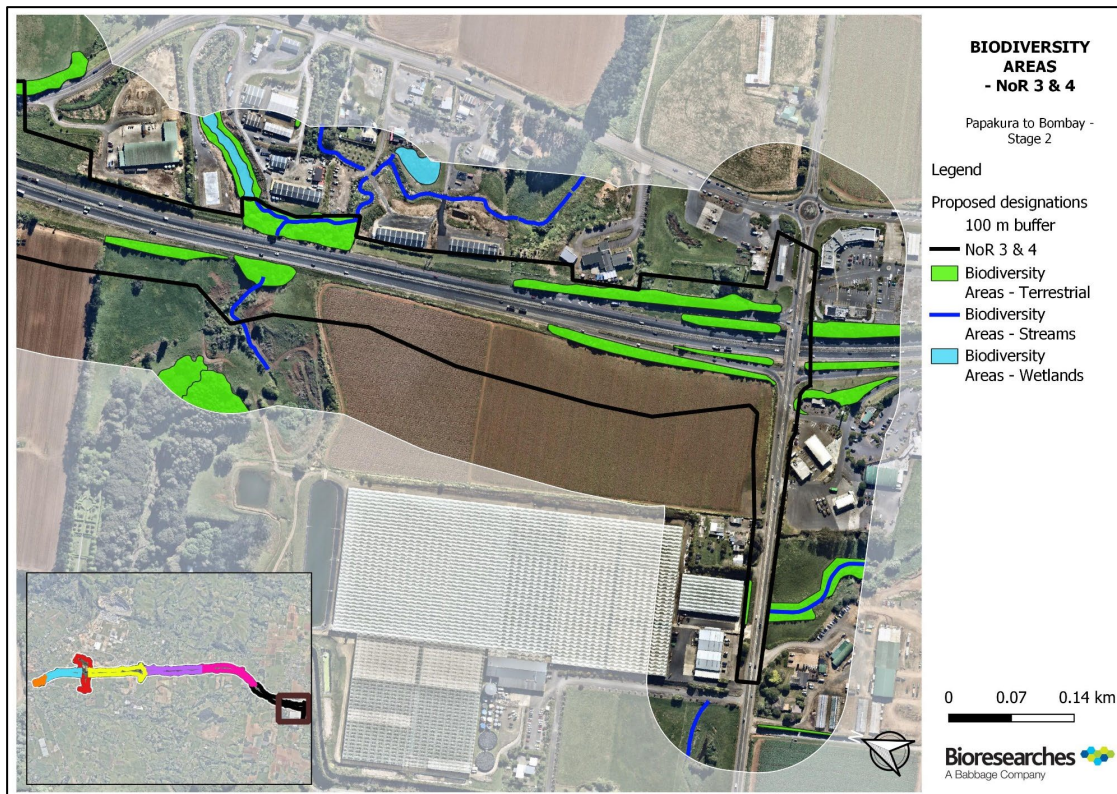




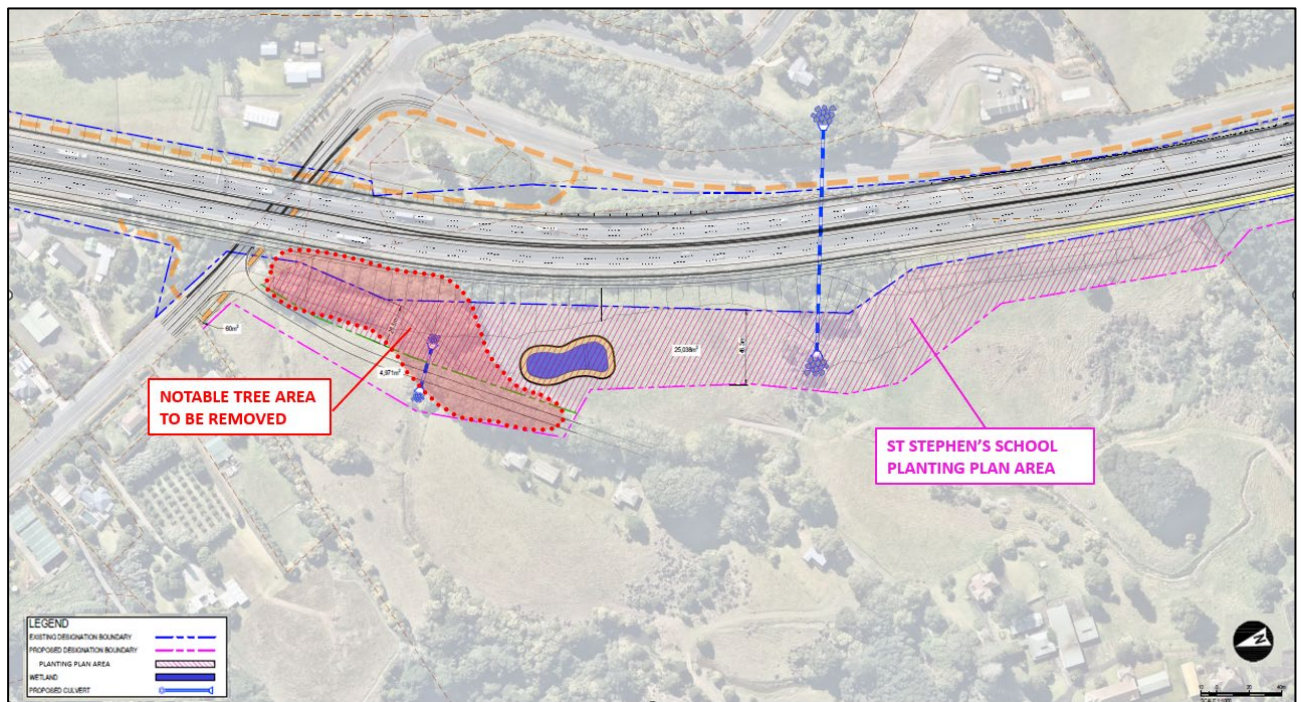








Schedule 3: Trees identified in the St Stephen's School Planting Plan



Stage 2 Papakura to Bombay

NoR 5: Construction, maintenance and operation of the Drury South Interchange Connections, and associated infrastructure.

Proposed Draft Conditions

16 February 2024

Definitions and Explanation of Terms

In addition to the conditions below, the following also form part of this condition set:

- Definitions and explanations of terms
- Summary of documents identified in the Conditions; and,
- Schedules

The table below defines the acronyms and terms used in the conditions.

Abbreviation/term	Meaning/definition
AEE	The Assessment of Effects on the Environment for Stage 2 of the Papakura to Bombay Project
Application	The notices of requirement and supporting information for Stage 2 of the Papakura to Bombay Project dated 16 February 2024
AUP	Auckland Unitary Plan Operative in Part
Best Practicable Option	Has the same meaning as in section 2 of the RMA 1991.
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CMP	Cultural Management Plan
Completion of Construction	When construction of the Project (or the relevant part of the Project) is complete and it is available for use.
Construction Works	Activities undertaken to construct the Project under these designations/resource consents, excluding Enabling Works.
Council	Auckland Council
CTMP	Construction Traffic Management Plan
EIMP	Electricity Infrastructure Management Plan
EMP	Ecological Management Plan
Enabling Works	Includes the following and similar activities: <ul style="list-style-type: none"> • Geotechnical investigations and land investigations, including formation of access on land for investigations; • Establishing site yards, site offices, site entrances and fencing; • Constructing site access roads; • Relocation of services; • Establishing mitigation measures (such as erosion and sediment control measures, earth bunds and planting).
HHMP	Historic Heritage Management Plan
Historic Heritage	Meaning as in the Resource Management Act 1991

HNZPT	Heritage New Zealand Pouhere Taonga
Manager	The Manager – Resource Consents, of Auckland Council, or authorised delegate.
NIP	Network Integration Plan
Network Utility Operator	Has the same meaning as set out in section 166 of the RMA
NOR	Notice(s) of Requirement
NZTA	NZ Transport Agency Waka Kotahi
NZTA Southern Iwi Integration Group (IIG)	A collective of iwi representatives in Southern Auckland who meet regularly to discuss and advise on matters related to NZTA activities.
NUMP	Network Utility Management Plan
Outline Plan of Works	An outline plan prepared in accordance with section 176A of the RMA.
Project	The construction, operation, and maintenance of Stage 2 of the Papakura to Bombay Project and associated works.
Project Liaison Person	The person or persons appointed by the Requiring Authority / Consent Holder to be the main and readily accessible point of contact for persons wanting information about the Project or affected by the construction work.
Requiring Authority	NZ Transport Agency Waka Kotahi
RMA	Resource Management Act 1991
Schedule	A schedule sets out the best practicable option for the management of noise and/or vibration effects for a specific construction activity and/or location beyond those measures set out in the CNVMP.
SCMP	Stakeholder and Communications Management Plan
SUP	Shared use path
Specific Area	Specific Area relates to a particular site within the Stage 2 works areas.
Stage of Work	Any physical works that require the development of an Outline Plan.
Start of Construction	The time when Construction Works (excluding Enabling Works), or works referred to in a specific condition or Stage, start.
Suitably Qualified Person	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence in the relevant field of expertise.
TMP	Tree Management Plan
ULDF	Urban and Landscape Design Framework
ULDMP	Urban and Landscape Design Management Plan

Conditions

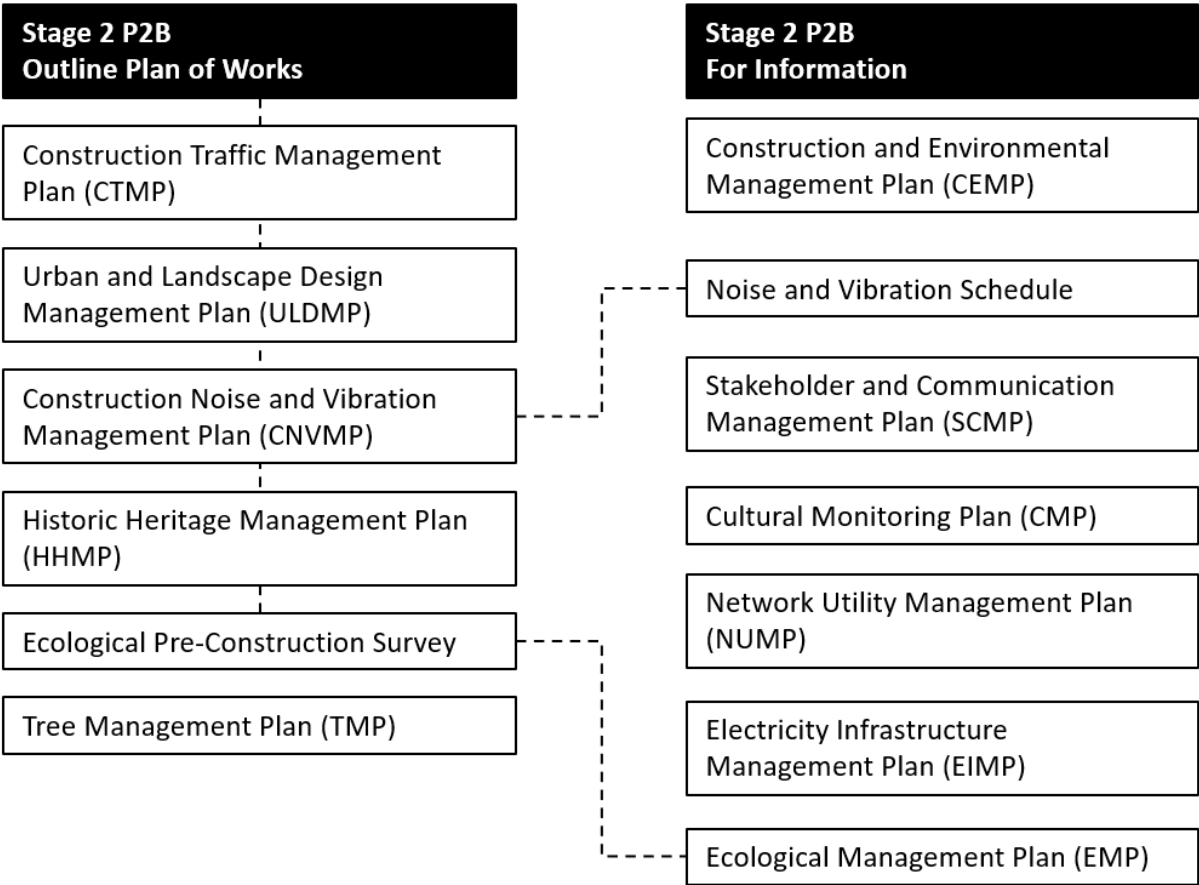
Guide to reading the conditions

The conditions are identified as follows:

Set of proposed conditions	Numbering format	Conditions
General conditions	GC	Activity in General Accordance Project Information Designation Review Network Utility Operators <u>Designation Lapse</u> <u>Network Integration Plan</u>
Pre-constructions conditions	PC	Pre-construction meeting Outline Plan(s) of Works Management Plans Stakeholder and Communications <u>and Engagement</u> Management Plan Urban and Landscape Design Management Plan <u>Network Utilities Integration</u>
Specific Outline Plan conditions	OPW	Flood Hazard Existing Property Access

Construction conditions	CC	<p>General</p> <p>Construction Environmental Management Plan</p> <p>Complaints Management Process</p> <p>Network Utility Management Plan</p> <p>Transpower</p> <p>Electricity Infrastructure Management Plan</p> <p>Cultural Monitoring Plan</p> <p>Construction traffic management plan</p> <p>Construction noise and vibration management plan</p> <p>Noise standards</p> <p>Vibration standards</p> <p>Historic Heritage Management Plan</p> <p>Pre-Construction Ecological Survey</p> <p>Ecological Management Plan</p> <p>Tree Management Plan</p>
Operational conditions	OC	<p>Low noise road surface</p> <p>Traffic noise</p>

Summary of documents identified in Conditions



Conditions – Drury South Interchange Connections

The purpose of the Designation is ‘*construction, maintenance and operation of the Drury South Interchange Connection and associated infrastructure*’.

In addition to the conditions below, the following also form part of this condition set:

- Definitions and explanations of terms
- Summary of documents identified in the Conditions; and,
- Schedules

General conditions (GC)

Ref	Condition
Activity in General Accordance with Plans and Information	
GC.1	<p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project description and concept plan in Schedule 1:</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> (i) the Project description and concept plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; (ii) the Project description and concept plan in Schedule 1, and the management plans prepared in general accordance with the conditions of the designation, the requirements of the management plans shall prevail.
Project Information	
GC.2	<p>(a) A project website, or equivalent virtual information source, shall be established as soon as reasonably practicable, and within six months of the inclusion of this designation in the AUP within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established and when funding is secured for the Project. The project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> (i) the status of the Project; (ii) anticipated detailed design and construction timeframes for the Project; (iii) contact details for enquiries; (iv) the implications of the designation for landowners, occupiers and business owners and operators within the designation and information on how/where they can receive additional support following confirmation of the designation; (v) a subscription service to enable receipt of project updates by email; and (vi) when and how to apply for consent for works in the designation under s176(1)(b) of the RMA. <p>(b) At the start of detailed design for a Stage of Work, the project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>

Designation Review	
GC.3	<p>(a) As soon as practicable following Completion of Construction the Requiring Authority shall:</p> <ul style="list-style-type: none"> (i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the Project; and (ii) give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.
GC.4	The preparation of all plans and all actions required by these conditions shall be undertaken by a Suitably Qualified Person.
Designation Lapse	
GC.5	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 15 years from the date on which it is included in the AUP.
Network Utility Operators (Section 176 Approval)	
GC.6	<p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> (i) operation, maintenance and urgent repair works; (ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations; (iii) minor works such as new service connections; and (iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility. <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
Network Integration Plan (NIP)	
<u>GC.7</u>	<p>(a) A Network Integration Plan (NIP) shall be prepared, in collaboration with AT, to manage potential effects resulting from the staging and implementation of the network and to enable suitable and safe transitions between State Highways and local roads. This may include upgrades and improvements if appropriate. The NIP will consider the following:</p> <ul style="list-style-type: none"> (i) The project implementation approach and any staging of the project including design, management and operational matters; (ii) Sequencing of the project within the adjoining planned transport network, including design, management and operational matters; and (iii) Details of any planning and design matters <p>(b) Specific locations identified within the geographic scope of NoR 5 include:</p> <ul style="list-style-type: none"> (i) Active mode connections at Quarry Road (ii) Transport connections at the proposed new Drury South Interchange with the local road network and Drury South Precinct (iii) Transport connections at the upgraded Ramarama Interchange (iv) Transport connections at the Bombay Interchange and Mill Road Bridge

Pre-construction conditions (PC)

Ref	Condition
Pre-construction site meeting	
PC.1	<p>At least five working days prior to the Start of Construction, a preconstruction meeting shall be arranged with the Manager as follows:</p> <ul style="list-style-type: none"> a) The meeting shall be located on the Project site unless otherwise agreed; b) The meeting shall include representation from the contractor who will undertake the works; c) The following information shall be made available at the pre- construction meeting: <ul style="list-style-type: none"> (i) Conditions of consent; (ii) Timeframes for key stages of the works authorised under this consent; (iii) Contact details of the site contractor and other key contractors; (iv) All relevant management plans as per the requirements of the resource consents; and d) Representatives of the NZTA Southern IIG shall be invited to attend the pre-construction meeting.
PC.2	<p>Prior to the Start of Construction, appropriate provision shall be made for a cultural induction of the contractor's staff. The NZTA Southern IIG or its nominated representative(s) (cultural monitors) shall be invited to participate.</p>
Outline Plan(s) of Works (designation)	
PC.3	<ul style="list-style-type: none"> (a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA. (b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the Project (c) Outline Plan (or Plans) shall include any of the following management plan or plans that are relevant to the management of effects of those activities or Stage of Work, prepared in consultation with the NZTA Southern IIG: <ul style="list-style-type: none"> (i) Construction Traffic Management Plan (CTMP); (ii) Construction Noise and Vibration Management Plan (CNVMP); (iii) Construction Environmental Management Plan (CEMP); (iv) Historic Heritage Management Plan (HHMP); (v) Ecological Management Plan (EMP); (vi) Tree Management Plan (TMP); and, (vii) Urban and Landscape Design Management Plan (ULDMP); and (viii) Network Utility Management Plan (NUMP). (d) The Outline Plan shall include a copy of any archaeological authority if obtained for project works.
Management Plans	
PC.4	<ul style="list-style-type: none"> (a) Any management plan shall:

Ref	Condition
	<ul style="list-style-type: none"> (i) Be prepared and implemented in accordance with the relevant management plan condition; (ii) Be prepared by a Suitably Qualified Person(s); (iii) Include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates. (iv) The management plans shall summarise comments received from the NZTA Southern IIG along with a summary of where comments have; been incorporated; and where not incorporated the reasons why. (v) Be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCMPs and CNVMP Schedules. (vi) Once finalised, uploaded to the Project website or equivalent virtual information source. <p>(b) Any management plan developed in accordance with Condition PC.3 may:</p> <ul style="list-style-type: none"> (i) Be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the Project, or to address specific activities authorised by the designation. (ii) Except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process. (iii) If there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision; <p>(c) Any material changes to the SCMPs, are to be submitted to the Council for information.</p>
PC.5	<p>Prior to the lodgement of any outline plan of works for activities on the following roads</p> <ul style="list-style-type: none"> (a) Great South Road; (b) Quarry Road, (c) Maketu Road, and, (d) Harrison Road. <p>NZTA will consult with Auckland Transport regarding the extent and duration of temporary and on-going effects of the works on the local road network.</p> <p>ADVICE NOTE:</p> <p><u>Where any parts of the works are to be vested with Auckland Council, separate approval will be required from Auckland Council including an Engineering Approval. This includes pre-application discussions with Auckland Transport on the design of any permanent works in the local road network.</u></p>
Stakeholder and Communications and Engagement Management Plan (SCEMP)	
PC. 6	<p>(a) <u>A Stakeholder and Communications Management Plan (SCMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. A SCEMP shall be prepared in consultation with Stakeholders prior to the Start of Construction for a stage of work.</u></p>

Ref	Condition
	<p>(b) The purpose of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land, and Network Utility Operators with assets within or adjoining the designation) will be communicated with engaged with prior to and throughout the Construction Works.</p> <p>(c) To achieve the purpose, the SCEMP shall include:</p> <ul style="list-style-type: none"> (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s); (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works; (iii) methods for engaging with the NZTA Southern IIG, to be developed in consultation with the NZTA Southern IIG; (iv) a list of stakeholders, organisations, businesses and persons who will be communicated with; (v) a list of properties within the designation which the Requiring Authority does not own or have occupation rights to; (vi) methods to engage with stakeholders and the owners of properties identified in (iv) and (v) above. (vii) methods and timing to engage with owners and occupiers whose access is directly affected; (viii) methods to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities; (ix) linkages and cross-references to communication methods set out in other conditions and management plans where relevant. (x) A record of the engagement undertaken with those listed in (iv) and (v) above, including summaries of feedback and any response given or action taken by the Requiring Authority as a result of that feedback. <p>(d) any SCEMP prepared for a Stage of Work shall be submitted to the Manager for information ten working days prior to the Start of Construction for a Stage of Work.</p>
Urban and Landscape Design Management Plan (ULDMP)	
PC. 7	<p>(a) A ULDMP shall be prepared prior to the Start of Construction for a the first Stage of Work for the NoR.</p> <p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> (i) Enable integration of the Project's permanent works into the surrounding landscape and rural-urban context including works associated with related NoRs; (ii) Respond to the interrelationship between overlapping NoRs to achieve a coordinated and cohesive design response; (iii) Ensure that the Project manages potential adverse landscape and visual effects as far as practicable and contributes to a quality urban environment; and (iv) Acknowledge and recognise the whakapapa mana whenua have to the Project area.

Ref	Condition
	<p>(c) Mana Whenua shall be invited to participate in the development of the ULDMP(s) at least six (6) months prior to the start of detailed design for the Stage of Work to provide input into cultural landscape and design matters. This shall include (but not limited to) how desired outcomes for management of potential effects on cultural sites, landscapes and values including where identified in condition CC.28 (Historic Heritage Management Plan) may be reflected in the ULDMP.</p> <p>(d) Key ss Stakeholders identified through Conditions PC.6 shall be invited to participate in the development of the ULDMP at least six (6) months prior to the start of detailed design for a Stage of Work.</p> <p>(e) The ULDMP shall be prepared in general accordance with the principals and contained in the Project Urban and Landscape Design Framework (ULDF) Rev G dated February 2024.</p> <p>(f) The UDLMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> (i) Bridging the Gap: NZTA Urban Design Guidelines (2013) or any subsequent versions. (ii) NZTA P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent version, and; (iii) NZTA Landscape Guidelines (March 2018) or any subsequent version. <p>(g) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> (i) Is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones, having particular regard to the most appropriate edge treatment. (ii) Provides opportunities to incorporate Mana Whenua Values and cultural narrative through design. This shall include but not be limited to: <ul style="list-style-type: none"> A. how to protect and enhance connections to the Māori cultural landscape; B. how and where accurate historical signage can be provided along the corridor; C. how opportunities for cultural expression through, for example mahi toi, art, sculptures or other public amenity features will be provided; D. how opportunities to utilise flora and fauna with a specific connection to the area are provided; (iii) Is consistent with an integrated stormwater management approach which prioritises in the following order: <ul style="list-style-type: none"> A. opportunities for ki uta ki tai (a catchment scale approach); B. opportunities for net catchment benefit; C. green infrastructure and nature-based solutions; and D. opportunities for low maintenance design. (iv) Provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections. Particular consideration should be given to enhancing the convenience and legibility of pedestrian and cycle connections through the Drury South Interchange.

Ref	Condition
	<ul style="list-style-type: none"> (v) The integration of any Historic Heritage information or sites affected by this project and the provision of interpretation signage, if appropriate. (vi) Promotes inclusive access (where appropriate); and (vii) Promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> A. Crime Prevention Through Environmental Design (CPTED) principles; B. Safety in Design (SID) requirements; and C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures. (viii) <u>Is designed to integrate with any Historic Heritage information or sites affected by this project, including the provision of interpretation signage, if appropriate.</u> (h) The ULDMP(s) shall include: <ul style="list-style-type: none"> (i) A concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals; (ii) Developed design concepts, including principles for walking and cycling facilities and public transport; and (iii) Landscape and urban design details. (iv) <u>Details to demonstrate how the design of bridge structures responds to their open space setting.</u> (i) The ULDMP shall also include the following planting details and maintenance requirements: <ul style="list-style-type: none"> (i) planting design details including: <ul style="list-style-type: none"> A. Identification of existing trees and vegetation that will be retained, <u>including any protected trees immediately adjacent to the designation</u>, and any planting requirements under the Ecological Management Plan (Condition CC.17). Where practicable, mature trees and native vegetation should be retained; B. measures to ensure construction works within the designation are managed to avoid, remedy or mitigate effects on vegetation identified as protected or notable in the AUPOP at the time of lodgement (16 February 2024). C. Street trees, shrubs and ground cover suitable for the location; D. treatment of fill slopes to integrate with adjacent land use, streams, Riparian margins and open space zones; E. planting of stormwater wetlands; F. Integration of any planting requirements required by conditions of any resource consents for the project; and G. Re-instatement planting of construction and site compound areas as appropriate. (ii) Design of all embankments shall enable mass planting of native trees, shrubs and groundcover. Where steeper slopes are unavoidable, mass planting is not advised, and they must be minimised and stabilised sufficiently, applying an architectural façade, or screened from public interfaces; (iii) A planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for

Ref	Condition
	<p>planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iv) Detailed specifications relating to the following:</p> <ul style="list-style-type: none"> A. Weed control and clearance; B. Pest animal management (to support plant establishment); C. Ground preparation (top soiling and decompaction); D. Mulching; and E. Plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species. <p>(v) Identification of existing network utilities, and any measures to ensure that any proposed planting and landscaping does not adversely affect network utilities nor access to such utilities for the purposes of maintenance and upgrades.</p>
Network Utilities Integration	
PC.8	<p>(a) The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or not preclude, the development of new network utility facilities including access to power and ducting within the Project, where practicable to do so. The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared for the Project.</p>

Specific Outline Plan Requirements (OPW)

Ref	Condition
Flood Hazard	
OPW.1	<p>(a) The Project shall be designed to ensure post-Project flood risk defined as flood levels during a 1% AEP event are maintained at pre-Project levels outside the designation extent.</p> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-Project and post-Project 100-year ARI flood levels (for Existing Development without Climate Change and Maximum Probable Development land use and including climate change).</p>
Existing Property Access	
OPW.2	<p>Prior to submission of the Outline Plan, consultation shall be undertaken with landowners and occupiers whose vehicle access to their property will be altered by the project. The Outline Plan shall demonstrate how safe reconfigured or alternate access will be provided, unless otherwise agreed with the landowner.</p>

Construction Conditions (CC)

Ref	Condition
General	
CC.1	<p>Subject to compliance with the Consent Holder's health and safety requirements and provision of reasonable notice, the servants or agents of Council shall be permitted to have access to relevant parts of the construction sites controlled by the Consent Holder at all reasonable times for the purpose of carrying out inspections, surveys, investigations, tests, measurements and/or to take samples.</p>
CC.2	<p>A copy of the plans and these designation and resource consent conditions shall be kept either electronically or in hard copy on-site at all times that Enabling Works and Construction Works are being undertaken</p>
CC.3	<p>All earthmoving machinery, pumps, generators and ancillary equipment must be operated in a manner that ensures spillages of fuel, oil and similar contaminants are prevented, particularly during refuelling and machinery services and maintenance.</p>
CC.3A	<p>The land modification works proposed must be undertaken in a manner which ensures that the land within the site and the land on adjoining properties remain stable at all times. In this regard the consent holder must employ a suitably qualified civil / geotechnical engineer to investigate, direct and supervise - land modification works, particularly in close proximity to neighbouring properties, to ensure that an appropriate design and construction methodology is carried out to maintain the short and long term stability of the site and surrounds.</p>
Construction Environmental Management Plan	

Ref	Condition
CC.4	<ul style="list-style-type: none"> (a) A Construction Environmental Management Plan (CEMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. (c) To achieve the purpose, the CEMP shall include: <ul style="list-style-type: none"> (i) the roles and responsibilities of staff and contractors; (ii) details of the site or Project manager and the Project Liaison Person, including their contact details (phone and email address); (iii) the Construction Works programmes and the staging approach, and the proposed hours of work; (iv) the proposed site layouts (including construction yards), locations of refuelling activities and construction lighting; (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places; (vi) methods for providing for the health and safety of the general public; (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain; (viii) procedures for incident management; (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses; (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up; (xi) procedures for responding to complaints about Construction Works; (xii) methods for amending and updating the CEMP as required; (xiii) methodology and staging for demolition of existing fences and construction of replacement fences, adjacent to residential sites; and (xiv) confirmation that the construction methodology manages the potential for an increase in flood risk during construction through consideration of mitigation to include but not limited to: <ul style="list-style-type: none"> a. construction activities undertaken outside of flood plains and overland flow paths where practicable; b. scheduling of construction activities during dry periods; and c. staging of construction activities. (d) Any CEMP prepared for a Stage of Work shall be submitted to the Manager for information at least ten working days before the Start of Construction for a Stage of Work. (e) The CEMP shall be prepared having regard to the NZTA Guideline for Preparing Environmental and Social Management Plans (April 2014), or any subsequent version.

Ref	Condition
CC.5	If the CEMP required by condition CC.4 is amended or updated, the revised CEMP shall be submitted to the Manager for information within five (5) working days of the update being made.
Complaints Management Process	
CC.6	<p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> (i) The date, time and nature of the complaint; (ii) The name, phone number and address of the complainant (unless the complainant wishes to remain anonymous); (iii) The weather conditions at the time of the complaint (as far as practicable), including wind direction and approximate wind speed if the complaint relates to air quality, odour or noise and where weather conditions are relevant to the nature of the complaint; (iv) Measures taken to respond to the complaint or confirmation of no action if deemed appropriate (including a record of the response provided to the complainant) (v) The outcome of the investigation into the complaint; (vi) Any other activities in the area, unrelated to the Project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally. <p>A copy of the complaints register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
CC.7	Complaints related to Construction Works shall be responded to as soon as reasonably practicable and as appropriate to the circumstances.
Network Utility Management Plan	
CC.8	<ul style="list-style-type: none"> (a) A Network Utility Management Plan (NUMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. (b) The purpose of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing and planned network utilities. (c) To achieve the purpose, the NUMP shall include methods to: <ul style="list-style-type: none"> (i) Provide access for maintenance at all reasonable times, or emergency works at all times during construction activities; (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the Project area; (d) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing and planned assets that are directly affected by the Project. (e) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed. (f) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.

Ref	Condition
	<p>(g) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p> <p>(h) <u>The development of the NUMP shall consider opportunities to coordinate future work programmes with other Network Utility Operator(s) during detailed design where practicable.</u></p>
Transpower	
CC.9	Temporary and permanent works in the vicinity of overhead transmission assets shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).
CC.10	Temporary and permanent works shall be designed to mitigate Earth Potential Rise (EPR) where the use of conductive materials for road infrastructure (e.g. metallic barriers, lighting, noise walls) or relocated network utilities are within 50m of the Bombay to Otahuhu A (BOB-OTA-A) 110kV, Glenbrook – Deviation A (GLN-DEV-A) 220 KV and Huntly to Otahuhu A (HLY-OTA-A) 220kV transmission assets.
CC.11	Temporary and permanent works shall be designed so that the vertical clearance provided between the transmission line conductors and the finished road level of State Highway 1 (including approach roundabouts and on/off ramps) is a minimum of 9.5 metres for the BOB-OTA-A 110kV line, 10.5m for the GLN-DEV-A 220 KV and the HLY-OTA-A 220kV line.
CC.12	Temporary and permanent works shall be designed to maintain a comparable standard of access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times.
CC.13	Proposed planting and ongoing maintenance of trees and vegetation in the vicinity of overhead transmission lines shall comply with the Electricity (Hazards from Trees) Regulations 2003.
CC.14	Species planted within 12m of the centreline of the National Grid transmission lines shall not exceed 2m in height. When planted, trees (at full maturity height) shall not be able to fall within 4m of a transmission line conductor at maximum swing.
Electricity Infrastructure Management Plan	
CC.15	An Electrical Infrastructure Management Plan (EIMP) shall be prepared prior to the start of construction works within fifty metres of the transmission assets listed in Condition 17(ii) below. The EIMP shall be prepared in consultation with Transpower.
CC.16	The purpose of the EIMP is to set out the management procedures and construction methods to be undertaken so that works are safe and any potential adverse effects of works on Transpower assets are appropriately managed.

Ref	Condition
CC.17	<p>(a) To achieve the purpose, the EIMP shall include:</p> <ul style="list-style-type: none"> (i) Roles and responsibilities of staff and contractors responsible for implementation of the EIMP. (ii) Drawings showing proposed works in the vicinity of, or directly affecting, the following transmission assets: <ul style="list-style-type: none"> A. Bombay to Otahuhu A (BOB-OTA-A) 110kV B. Glenbrook – Deviation A (GLN-DEV-A) 220 KV C. Huntly to Otahuhu A (HLY-OTA-A) 220kV (iii) Proposed staff and contractor training for those working near the transmission assets. (iv) Proposed methods to comply with Conditions CC.9 – CC.12 above; (v) Proposed methods to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34: 2001). (vi) Dispensations agreed with Transpower for any construction works that cannot meet New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001). (vii) Proposed methods to: <ul style="list-style-type: none"> A. Maintain access to the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets for maintenance at all reasonable times, and emergency works at all times; B. Delineate areas that are out of bounds during construction and areas within which additional management measures are required, such as fencing off, entry and exit hurdles, maximum height limits, or where a Transpower observer may be required; C. Manage the effects of dust (including any other material potentially resulting from construction activities able to cause material damage beyond normal wear and tear) on the transmission lines; D. Manage any changes to drainage patterns, runoff characteristics and stormwater to avoid adverse effects on foundations of any support structure; E. Manage construction activities that could result in ground vibrations and/or ground instability to avoid causing damage to transmission lines and support structures.
CC.18	<p>The EIMP shall include confirmation that it has been reviewed and endorsed by Transpower and shall be submitted to Council for information.</p>
CC.19	<p>Construction works shall not commence within fifty metres of the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets until the EIMP required by Condition CC.15 above has been completed and either:</p> <ul style="list-style-type: none"> (a) the Project has been designed to comply with Condition CC.9 – CC.12 above; or (b) the BOB-OTA-A 110kV, GLN-DEV-A 220 KV and HLY-OTA-A 220kV transmission assets have been relocated or altered as agreed by Transpower.

Ref	Condition
CC.20	<p>Construction works shall be undertaken in accordance with the Electrical Infrastructure Management Plan prepared in accordance with Condition CC.17 above.</p> <p>ADVICE NOTE:</p> <p><i>Written notice should be provided to Transpower 10 working days before starting works within 50 metres of transmission assets. Written notice should be sent to: transmission.corridor@transpower.co.nz</i></p>
Cultural Monitoring Plan	
CC.21	<p>(a) A Cultural Monitoring Plan shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The Cultural Monitoring Plan shall be prepared by a person identified in collaboration with the NZTA Southern IIG.</p> <p>(b) The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to the NZTA Southern IIG and to minimise potential adverse effects on these values.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> (i) Requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to the NZTA Southern IIG; (ii) Requirements and protocols for cultural inductions for contractors and subcontractors; (iii) Identification of activities, sites and areas where cultural monitoring is required during particular Construction Works; (iv) Identification of personnel nominated by the NZTA Southern IIG to undertake cultural monitoring, including any geographic definition of their responsibilities; and (v) Details of personnel nominated by the NZTA Southern IIG to assist with management of any issues identified during cultural monitoring. <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with the NZTA Southern IIG. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan and include the requirements of condition CC.21.1(c)(i) to (v).</p> <p>(e) A copy of the Cultural Monitoring Plan shall be provided to the Council for information.</p>
Construction traffic management plan	
CC.22	<p>(a) A Construction Traffic Management Plan (CTMP) shall be submitted to the Manager for information at least 10 working days prior to the Start of Construction. The CTMP shall be prepared in consultation with Auckland Transport (including Auckland Transport Metro), in accordance with NZTA most recent guidelines for temporary traffic management. The outcome of consultation undertaken between the Requiring Authority and Auckland Transport shall be</p>

Ref	Condition
	<p>documented including any Auckland Transport comments not incorporated within the final CTMP submitted to the Manager.</p> <p>(b) The purpose of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects.</p> <p>(c) To achieve this purpose, the CTMP shall include:</p> <ul style="list-style-type: none"> (i) methods to manage the effects of temporary traffic management activities on traffic capacity and movements, in consultation with Auckland Transport; (ii) measures to manage the safety of all transport users; (iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion; (iv) methods for engaging with Parks, Sport and Recreation and Land Advisory, to be developed in consultation with Parks, Sport and Recreation and Land Advisory; (v) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors; (vi) methods to manage any road closures that will be required and the nature and duration of any traffic management measures such as the identification of detour routes, temporary restrictions, or diversions and other methods for the safe management and maintenance of traffic flows, including general traffic, buses (including along Great South Road), pedestrians and cyclists, on existing roads. Such access shall be safe, clearly identifiable and seek to minimise significant detours; (vii) <u>a Network Performance Monitoring regime during the construction phase, to establish and monitor minimum network performance parameters to be achieved during the construction phase, including maximum increases in journey time and traffic volumes along key routes. Routes to be subjected to journey time monitoring should include, but not be limited to:</u> <ul style="list-style-type: none"> A. <u>State Highway 1 Southern Motorway between Papakura and Bombay</u> B. <u>any roads used as diversionary routes to the motorway</u> C. <u>Any other roads in the adjoining road network that are subject to significant traffic impact as a result of the construction works</u> <u>Appropriate thresholds for excessive journey times should be determined based on average travel times surveyed over the selected routes prior to the commencement of works. In the event of thresholds being exceeded, appropriate travel demand management (TDM) measures should be implemented and levels of modal shift or uptake of any TDM measures should be monitored accordingly.</u> (viii) methods to maintain pedestrian and/or vehicle access to private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be; (ix) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads;

Ref	Condition
	<ul style="list-style-type: none"> (x) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services); (xi) Auditing, monitoring and reporting requirements relating to traffic management activities shall be undertaken in accordance with the NZTA most recent guidelines for temporary traffic management; (xii) Methods to manage the availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand for on-street parking to meet this demand; (xiii) Methods for recognising and providing for the on-going operation of Auckland Transport managed passenger transport services; (xiv) Methods to maintain the functional operational and recreational access to any Auckland Council Park land during construction where practicable. <p>(d) Any CTMP prepared for a Stage of Work shall be prepared in consultation with Auckland Transport and submitted to the Manager for information 10 working days prior to the Start of Construction for a Stage of Work.</p> <p>ADVICE NOTE:</p> <p><i>Where construction activities may affect the local road network, separate approval will be required from Auckland Transport (as the road controlling authority). The approval will likely include a Corridor Access Request and accompanying Traffic Management Plan.</i></p>
Construction noise and vibration management plan	
CC.23	<ul style="list-style-type: none"> (a) A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared prior to the Start of Construction for a Stage of Work and submitted to the Manager for information. (b) A CNVMP shall be implemented during the Stage of Work to which it relates. (c) The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions CC.24 and CC.25 to the extent practicable. To achieve this purpose, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and the NZTA State highway construction and maintenance noise and vibration guide (version 1.1, 2019), and shall as a minimum, address the following: <ul style="list-style-type: none"> (i) description of the works and anticipated equipment/processes; (ii) hours of operation, including times and days when construction activities would occur; (iii) the construction noise and vibration standards for the Project; (iv) identification of receivers where noise and vibration standards apply; (v) management and mitigation options, and identification of the Best Practicable Option;

Ref	Condition
	<ul style="list-style-type: none"> (vi) methods and frequency for monitoring and reporting on construction noise and vibration; (vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints; (viii) contact details of the Project Liaison Person; (ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers; (x) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise [Condition CC.24] and/or vibration standards [Condition CC.25] Category A or Category B will not be practicable [Condition CC.26(c)(x)]; (xi) procedures and trigger levels for undertaking building condition surveys before and after works to determine whether any cosmetic or structural damage has occurred as a result of construction vibration; (xii) methodology and programme of desktop and field audits and inspections to be undertaken to ensure that CNVMP, Schedules and the best practicable option for management of effects are being implemented; and (xiii) requirements for review and update of the CNVMP.

Noise Criteria

CC.24

Construction noise from the Project shall be measured and assessed in accordance with the NZS 6803:1999 and shall, as far as practicable, comply with the following criteria:

Table CC.24.1 Construction noise criteria

Day of week	Time	dB LAeq(15min)	dB LAmax
Buildings containing activities sensitive to noise			
Weekdays	0630 – 0730	60	75
	0730 – 1800	75	90
	1800 – 2000	70	85
	2000 – 0630	45	75
Saturdays	0630 – 0730	45	75
	0730 – 1800	75	90
	1800 – 2000	45	75
	2000 – 0630	45	75
Sundays and Public Holidays	0630 – 0730	45	75
	0730 – 1800	55	85
	1800 – 2000	45	75
	2000 – 0630	45	75

Ref	Condition																						
	<table><tr><td colspan="4">Other occupied buildings</td></tr><tr><td rowspan="2">All days</td><td>0730 - 1800</td><td>75</td><td>n/a</td></tr><tr><td>1800 - 0730</td><td>80</td><td>n/a</td></tr></table> <p>(a) Where compliance with the noise standards set out in Table CC.24.1 is not practicable, then the methodology in Condition CC.23 shall apply.</p>	Other occupied buildings				All days	0730 - 1800	75	n/a	1800 - 0730	80	n/a											
Other occupied buildings																							
All days	0730 - 1800	75	n/a																				
	1800 - 0730	80	n/a																				
Vibration Criteria																							
CC.25	<p>(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.</p> <p>Table CC.25.1 Construction vibration criteria</p> <table><tr><th>Receiver</th><th>Details</th><th>Category A</th><th>Category B</th></tr><tr><td rowspan="2">Occupied Activities sensitive to noise</td><td>Night-time 2000h - 0630h</td><td>0.3mm/s ppv</td><td>1mm/s ppv</td></tr><tr><td>Daytime 0630h - 2000h</td><td>1mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td>Other occupied buildings</td><td>Daytime 0630h - 2000h</td><td>2mm/s ppv</td><td>5mm/s ppv</td></tr><tr><td rowspan="2">All other buildings</td><td>At all other times Vibration transient</td><td>5mm/s ppv</td><td>BS 5228-2* Table B2</td></tr><tr><td>At all other times Vibration continuous</td><td>5mm/s ppv</td><td>BS 5228-2* 50% of Table B2 values</td></tr></table> <p><i>*BS 5228-2:2009 ‘Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration’</i></p> <p>(b) Where compliance with the vibration standards set out in Table CC 24.1 is not practicable, then the methodology in Condition CC.23 shall apply.</p> <p>(c) If measured or predicted vibration from construction activities exceeds the Category A criteria, construction vibration shall be assessed and managed during those activities.</p> <p>(d) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities must only proceed if vibration effects on affected buildings are assessed, monitored and mitigated.</p>	Receiver	Details	Category A	Category B	Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	1mm/s ppv	Daytime 0630h - 2000h	1mm/s ppv	5mm/s ppv	Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv	All other buildings	At all other times Vibration transient	5mm/s ppv	BS 5228-2* Table B2	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values
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Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv																				
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	At all other times Vibration continuous	5mm/s ppv	BS 5228-2* 50% of Table B2 values																				
CC.26	<p>(a) A Schedule to the CNVMP (Schedule) shall be prepared, in consultation with the owners and occupiers of sites subject to the Schedule to the CNVMP, when:</p> <ul style="list-style-type: none">(i) construction noise is either predicted or measured to exceed the noise standards in Condition CC.24;(ii) construction vibration is either predicted or measured to exceed the Category A standard at the receivers in Condition CC.25. <p>(b) The purpose of the Schedule is to set out the Best Practicable Option for the management of noise and/or vibration effects of the construction activity beyond</p>																						

Ref	Condition
	<p>those measures set out in the CNVMP. The Schedule shall include details such as:</p> <ul style="list-style-type: none"> (i) construction activity location, start and finish times; (ii) the nearest neighbours to the construction activity; (iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Conditions CC.24 and CC.25; (iv) the proposed mitigation; (v) the proposed communication with neighbours; and (vi) location, times and types of monitoring. <p>(c) The Schedule shall be submitted to the Manager for information at least 5 working days, except in unforeseen circumstances, in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p>
Historic Heritage Management Plan	
CC.27	<ul style="list-style-type: none"> (a) A Historic Heritage Management Plan (HHMP) shall be submitted with the Outline Plan of Works. The HHMP shall be prepared in consultation with Council, HNZPT and the NZTA Southern IIG. (b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify: <ul style="list-style-type: none"> i) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; B. methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design; C. known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted; D. any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded (such as in the New Zealand Archaeological Association Site Recording Scheme (ArchSite) and/or the Auckland Council Cultural Heritage Inventory); E. roles, responsibilities and contact details of Project personnel, Council and HNZPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions; F. specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project; G. The proposed methodology for investigating and recording post-1900 historic heritage sites (including buildings and standing structures) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT

Ref	Condition
	<p>Archaeological Guidelines Series No.1: Investigation and Recording of Buildings and Standing Structures (November 2018), or any subsequent version;</p> <p>H. methods to acknowledge cultural values identified through the Mana Whenua CVA's and the ULDMP where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</p> <p>I. methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation during Construction Works as far as practicable. These methods shall include, but are not limited to:</p> <ul style="list-style-type: none"> i. measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and ii. training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to unexpected discoveries and the AUP Accidental Discovery Rule (E11.6.1) The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified Person and Mana Whenua representatives. <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation, building and standing structures and monitoring), shall be completed and submitted to required parties as soon as is practicable.</p> <p>(d) NZTA At the completion of the Historic heritage investigation component of the Project Works the Requiring Authority will provide confirmation from the Project Archaeologist to the Manager that all works have been completed in accordance with the requirements of the HHMP.</p>
Pre-Construction Ecological Survey	
CC.28	<p>(a) Prior to the start of detailed design for a Stage of Work, a Suitably Qualified Person shall prepare an updated ecological survey. The purpose of the survey is to inform the preparation of the ecological management plan by:</p> <ul style="list-style-type: none"> i) Confirming whether the species of value within Biodiversity Areas¹ identified in Schedule 3 are still present, and; ii) Confirming whether the Project will or may have a moderate or greater level of ecological effect on ecological species of value, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines industry best practice. <p>(b) If the ecological survey confirms the presence of ecological features of value in accordance with Condition CC.28(a)(i) and that effects are likely in accordance with Condition CC.28(a)(ii) then an Ecological Management Plan (or Plans) shall be prepared in accordance with Condition CC.29 for these areas.</p>
Ecological Management Plan (EMP)	

¹ **Biodiversity Areas:** refers to an area or areas of ecological value where the Project ecologist has identified that the Project will potentially support moderate or higher values, or have a moderate or greater level of ecological effect, prior to implementation of impact management measures, as determined in accordance with the EIANZ guidelines.

Ref	Condition
CC.29	<p>(a) An EMP shall be prepared for any Confirmed Biodiversity Areas (confirmed through Condition CC.28) prior to the Start of Construction for a Stage of Work and submitted to the Manger for information. The objective of the EMP is to minimise effects of the Project on the ecological features of value of Confirmed Biodiversity Areas as far as practicable. The EMP shall set out the methods that will be used to achieve the objective which may include:</p> <p>i) If an EMP is required in accordance with Condition CC.28(b) for the presence of long-tail bats:</p> <ul style="list-style-type: none"> A. Measures to minimise as far as practicable, disturbance from construction activities within the vicinity of any active long tail bat roosts (including maternity) that are discovered through survey until such roosts are confirmed to be vacant of bats. B. How the timing of any construction work in the vicinity of any maternity long tail bat roosts will be limited to outside the bat maternity period (between December and March) where reasonably practicable; C. Details of areas where vegetation is to be retained where practicable for the purposes of the connectivity of long tail bats; D. Details of how bat connectivity will be provided and maintained (e.g. through the presence of suitable indigenous or exotic trees or artificial alternatives); E. Details of measures to minimise operational disturbance from light spill; and F. Details of where opportunities for advance restoration / mitigation planting have previously been identified and implemented. <p>ii) If an EMP is required in accordance with the Condition CC.28(b) for the presence of Threatened or At-Risk birds (excluding wetland birds):</p> <ul style="list-style-type: none"> A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; and B. Where works are required within the area identified in the Confirmed Biodiversity Area during the bird breeding season, methods to minimise adverse effects on Threatened or At-Risk birds. <p>iii) If an EMP is required in accordance with Condition CC.28(b) for the presence of Threatened or At-Risk wetland birds:</p> <ul style="list-style-type: none"> A. How the timing of any Construction Works shall be undertaken outside of the bird breeding season (September to February) where practicable; B. Where works are required within the Confirmed Biodiversity Area during the bird season, methods to minimise adverse effects on Threatened or At- Risk wetland birds; C. Undertaking a nesting bird survey of Threatened or At-Risk wetland birds prior to any Construction Works taking place within a 50 100m radius of any identified wetlands (including establishment of construction areas adjacent to wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;

Ref	Condition
	<p>D. What protection and buffer measures will be provided where nesting Threatened or At-Risk wetland birds are identified within 50 100m of any construction area (including laydown areas). Measures could include:</p> <ul style="list-style-type: none"> i. a 20m buffer area around the nest location and retaining vegetation. The buffer areas should be of a distance appropriate to the species and likely disturbance risk (noise, vibration and traffic) as determined by a Suitably Qualified Person. Buffer areas can be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage; ii. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified Person. Construction works within the 20m nesting buffer areas should must not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified Person; iii. minimising the disturbance from the works if construction works are required within 50 100m of a nest, as advised by a Suitably Qualified Person; iv. adopting a 10m setback where practicable, between the edge of Wetlands and construction areas (along the edge of the stockpile/laydown area); and v. minimising light spill from construction areas into Wetlands. <p>Advice Note: <i>Depending on the potential effects of the Project, the regional consents for the Project may include the following monitoring and management plans:</i></p> <ul style="list-style-type: none"> i. Stream and/or wetland restoration plans; ii. Vegetation restoration plans; and iii. Fauna management plans (eg avifauna, herpetofauna, bats).
Tree Management Plan	
CC.30	<ul style="list-style-type: none"> (a) Prior to the Start of Construction, a Tree Management Plan shall be prepared. The objective of the Tree Management Plan is to avoid, remedy or mitigate the effects of construction activities on trees, identified to be retained in Condition PC.7 (ULDMP). (b) The Tree Management Plan shall: <ul style="list-style-type: none"> i) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree identified in Condition PC.7. This may include: <ul style="list-style-type: none"> A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition PC.7(i); B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.

Ref	Condition
	ii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.

Operational Conditions (OC)

Ref	Condition
Low Noise Road Surface	
ON.1	Asphaltic mix surface shall be implemented within twelve months of completion of construction of the Project.
ON.2	The asphaltic mix surface shall be maintained to retain the noise reduction performance as far as practicable.

Stage 2 P2B – Attachments

Schedule 1: General Accordance Plans and Information

Project Description

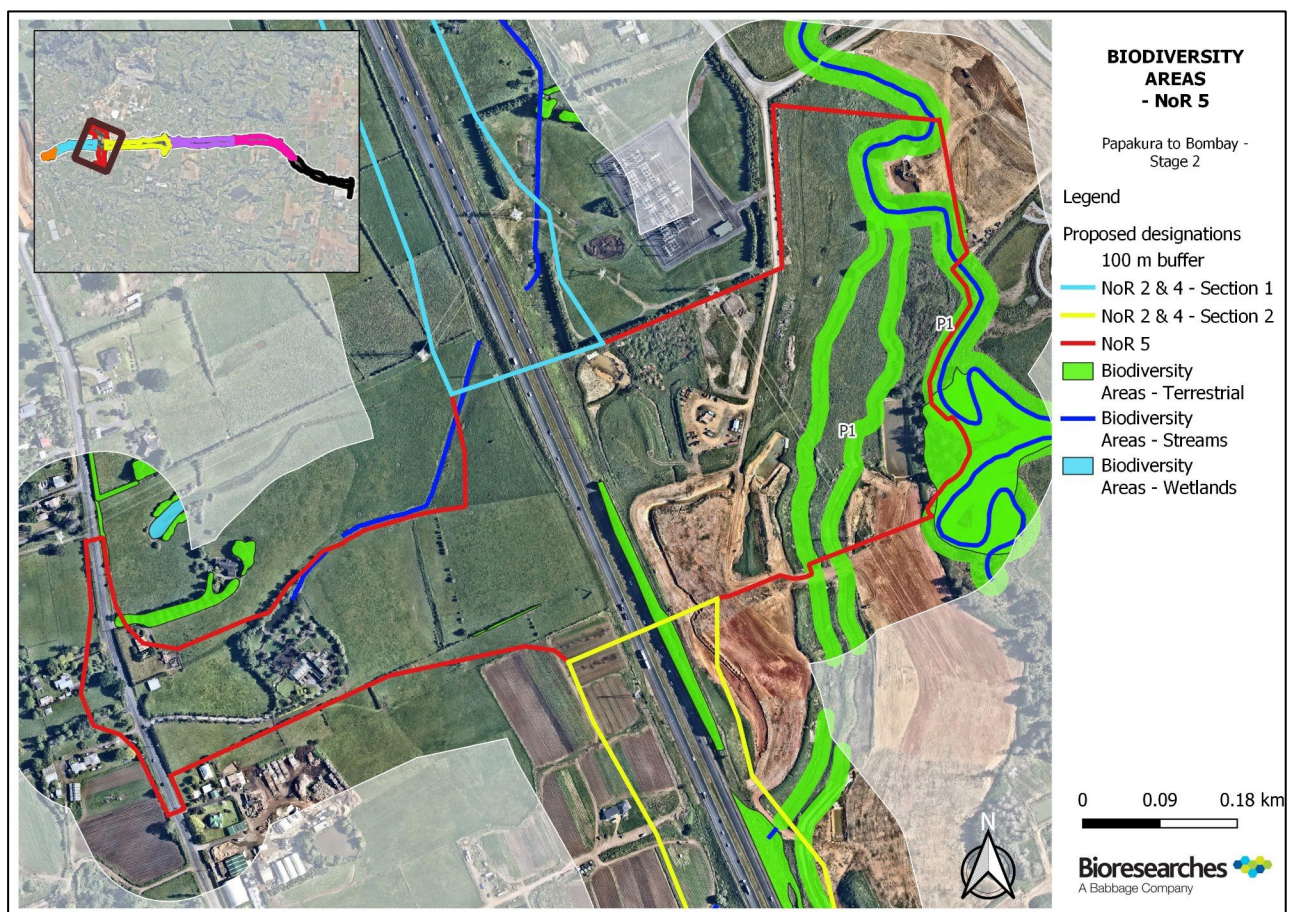
The proposed designation is for the construction, operation, and maintenance of state highway between Drury South Interchange, Quarry Road and Great South Road, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- Associated works including intersections, bridges, embankments, retaining structures, culverts and stormwater management systems;
- Changes to local roads, where the proposed work intersects with local roads; and
- Construction activities including construction areas, construction traffic management and the re-grade of driveways.

Concept Plan



Schedule 2: Ecological Management Plan – Identified Biodiversity Areas



Schedule 3: Identified PPFs Noise Criteria Categories

Schedule: PPFs assess against new road Criteria

PPF Address	Noise Criteria Category
1206 Great South Road	A
1207 Great South Road	A
1212 Great South Road	A
1216 Great South Road	A
1218 Great South Road	A
1222 Great South Road	A
1236 Great South Road	A
1245 Great South Road	A
1246 Great South Road	A
1255 Great South Road	A
1255 Great South Road	A

PPFs Location Map – assess against new road Criteria

